

# Trail Rider

MAGAZINE

June 1998 \$2.50

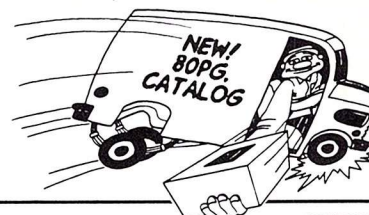
**GREENBRIER  
NATIONAL ENDURO  
BRINGING THE BATTLE HOME**



**ATK 605 • STUMPJUMPER**  
**PLUS: HUSABERG 400 UPDATE, HOW TO  
CHANGE TIRES, TRIALS RIDING AND MORE**



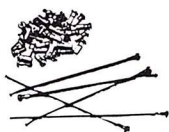
ORDER TOLL-FREE  
**800-654-4998**  
 SAME DAY SHIPPING



Delivered  
 In Time  
 For Your  
 Next Race!



EXCEL RIMS  
 \$99.95-\$116.95



Stainless Steel Spoke  
 Kits \$49.95-\$52.95

## BULLETPROOF

Chain Guides from \$37.95  
 Wear Blocks from \$ 8.95  
 125cc Woods Skidplate \$55.95  
 Weld-On Rotor Guard \$29.95  
 Fork Tool \$26.95  
 SHOWA, KYB, WP from \$10.95  
 Radiator Braces \$49.95



FORK  
 SEALS

SHOWA, KYB, WP from \$10.95



Frame Guards \$49.95  
 Rear Caliper Guard \$26.95  
 Billet Clutch Lever Assy. \$59.95  
 Glide Plates \$54.95



Front Brake Hose \$49.95  
 Rear Brake Hose \$45.95

## BRAKE HOSE SAVER

Sensor Wire Cover \$ 7.95  
 Standard Hose Saver \$ 6.95  
 EBC X Pads from \$19.95

## BRAKE PADS



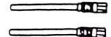
EBC R Pads from \$20.95  
 EBC MXS Pads from \$22.95  
 EBC MXR Pads from \$26.95

## GALFER

Galfer Organic from \$22.95  
 Galfer Matallic from \$24.95

## DUNLOPAD

from \$ 24.95



Quick Change Brake Pins  
 from \$ 9.95



VACUUM BRAKE  
 BLEEDER KIT  
 \$39.95



Fork Mounted \$59.95  
 HandleBar Mounted \$69.95



WHEEL  
 BEARINGS  
 Doubled Sealed  
 from \$6.95

## BRAKE ROTORS

Fredette \$99.95  
 Braking Rotors  
 from \$119.95



Piston Kit from \$37.95  
 Top-End Bearings \$12.95



Quality from Japan  
 Gasket Kits from \$16.95



Filter Cleaner \$ 9.95  
 Filter Gloves \$ 8.95

## Twin Air

TwinAir Airfilters \$20.95  
 Filter Oil \$14.95  
 Filter Cleaner \$21.95  
 AirBox Wash Cover from \$19.95



FMF Fatty Pipes from \$149.95  
 PowerCore1 Silencers \$ 69.95  
 ISDE Quiet Silencers \$ 89.95  
 Turbine Core S/A \$109.95  
 FMF T-Shirts from \$ 17.95  
 FMF Hats from \$ 24.95

## RPR

## PIPE GUARD

Off-Road Pipe Guard \$39.95



## DEEP WATER CARBURETOR & AIRBOX VENTING SYSTEMS

Swamp Kit \$ 9.95  
 Extreme Kit \$19.95  
 AirBox Drain \$12.95  
 Tranny Vent Filters \$ 5.95

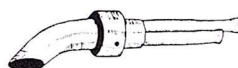
## NO-SLOP SHORTY GAS CAP VENT

New Style Clamp \$ 5.95  
 Gas Cap Not Included



## FOLDING SHIFT LEVER

Shift Levers from \$20.95



"VORTIP"  
 EXHAUST INSERT  
 \$59.95

## CHAIN SLIDERS

from \$15.95



SEALED  
 CHAIN ROLLER  
 \$11.95



Brush Guards from \$29.95  
 Deflectors \$24.95  
 Route Sheet Holder \$19.95  
 Score Card Holder \$ 8.95  
 Rear Rotor Guard \$19.95  
 Speedo Drive Spacer \$19.95  
 KTM Burley Pegs \$69.95  
 KTM Rad Scoop Nuts \$14.95



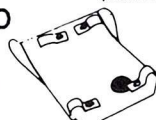
Racing Cables from \$12.95



Front Fenders from \$15.95  
 Rear Fenders from \$17.95  
 Rad Scoops from pr \$39.95  
 Side Panels from pr \$41.95  
 Lower Fork Guards pr \$32.95  
 Frame Guards pr \$18.95  
 AirBox Mud Flaps \$12.95  
 Gas Caps \$20.95

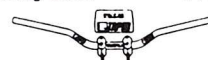
## ENDURO SKID PLATES

from \$55.95



## ACERBIS

Rally Guards \$49.95  
 Spoilers \$16.95  
 Front Rotor Guards \$25.95  
 Fork/Rotor Guards \$30.95  
 Zoom \$99.95  
 MX Handguard \$22.95  
 Folding Mirror \$15.95



## HANDLEBARS

Answer ProTaper \$89.95  
 ProTaper Uni Mount \$69.95  
 Rental from \$59.95  
 Moose Aluminum \$49.95  
 Moose Steel \$17.95

## STEEL SPROCKETS & CHAIN KITS

Front & Rear Steel Sprockets  
 And D.I.D. O-Ring Chain  
 (INCLUDES MASTER LINK!)  
 \$99.95

Alloy Gears MX Sprockets  
 And Chain Kits  
 (INCLUDES MASTER LINK!)  
 \$87.95



Steel Front Sprockets \$16.95  
 Alumi.R-Sprockets from \$39.95



Front Sprockets \$23.95  
 Rear Sprockets \$50.95  
 Rental Sprockets  
 And Chain Kits from \$94.95

## D.I.D

DID O-Ring Chain from \$52.95  
 (INCLUDES MASTER LINK!)



RK O-Ring Chain from \$58.95  
 (INCLUDES MASTER LINK!)



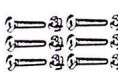
Regina O-Ring from \$96.95  
 (INCLUDES MASTER LINK!)



M-LINK  
 PRESS  
 \$17.95

## SPROCKET BOLT SETS

\$15.95



## DUNLOP

100/100x18	752	\$57.95
110/100x18	752	\$58.95
100/ 90x19	752	\$60.95
110/ 90x19	752	\$64.95
80/100x21	752	\$55.95
100/100x18	755	\$53.95
110/100x18	755	\$55.95
100/ 90x19	755	\$58.95
110/ 90x19	755	\$64.94
80/100x21	755	\$55.95
100/100x18	737	\$69.95
110/100x18	737	\$63.95
100/ 90x19	737	\$63.95
110/ 90x19	737	\$67.95
80/100x21	490	\$55.95

## IRC

110/100x18	VE33	\$49.95
510x18	VE33	\$54.95
100/ 90x19	VE33	\$55.95
110/ 90x19	VE33	\$57.95

## NEW! PRO SERIES RACE TIRES

100/100x18	IXO7S	\$52.95
110/100x18	IXO7S	\$55.95
100/ 90x19	IXO7S	\$59.95
110/ 90x19	IXO7S	\$64.95
120/ 80x18	M5B	\$50.95
130/ 80x18	M5B	\$55.95
100/ 90x19	M5B	\$56.95
110/ 90x19	M5B	\$60.95

## PIRELLI

400x18	MT16	\$61.95
450x18	MT16	\$64.95
300x21	MT16	\$57.95
110/100x18	MT18	\$62.95
120/100x18	MT18	\$65.95
80/100x21	MT18	\$58.95
90/ 90x21	MT44	\$62.95

## TRELLEBORG

100/110x18	754	\$86.95
110/100x18	754	\$89.95
100/100x19	754	\$86.95
110/ 90x19	754	\$85.95
80/100x21	914	\$67.95

## MICHELIN

120/ 90x18	S12	\$67.95
130/ 80x18	S12	\$68.95
140/ 80x18	S12	\$72.95
120/ 80x19	S12	\$68.95
130/ 70x19	S12	\$69.95
90/ 90x21	S12	\$60.95

## METZELER

120/ 90x18	UNIX	\$67.95
90/ 90x21	UNIX	\$62.95



## HEAVY DUTY RACING TUBES

Heavy Duty	\$11-\$12.95
Trelleborg	\$17-\$21.95
Moose Super Tubes	\$22.95
Moose Slime Tubes	\$14.95
Metzeler Tubes	\$15.95-\$17.95
Michelin Airstop	\$15.95

**Kevins**  
 OFF-ROAD RACING SUPPLY Rt.123 Norton, MA 02766

On The Web At:  
[www.kevinscycleracing.com](http://www.kevinscycleracing.com)  
 E-Mail: [mbd@ici.net](mailto:mbd@ici.net)



All prices are subject to change.





**On the cover:** ECEA Champion Fred Hoess follows the yellow lines at the start of the Greenbrier National. Mike Lafferty won, but Fred put up a heck of a fight and finished second overall. It's an exciting start to a new season! Photo by the Bossman.

**June 1998**  
**Volume 28 Number 6**

**Paul Clipper**  
**Bossman**

**Mark Uth**  
**Technical Editor**

**Charlie Williams**  
**National Affairs Editor**

**Cheri Alix**  
**Jay Chittenden**  
**Ed Hertfelder**  
**Jungle Dave**  
**Alan Rustici**  
**Contributors**

**Editorial and**  
**Subscription Address**  
P.O. Box 2038  
Medford Lakes, NJ 08055  
(609)953-2922  
Fax (609)953-7223

**Internet Address**  
www.trailrider.com  
**E-Mail Address**  
trmagazine@prodigy.net

Printed in the USA by  
GraphicData, Burlington, NJ

The advertising deadline  
for the September 1998 issue  
is July 15, 1998

## COMPETITION

### 10 Greenbrier National

*A fine day for a beating*

### 20 Stumpjumper Enduro

*Tough trails and tight riding*

## FEATURES

### 30 Product Shorts

*Short takes on long gear*

### 32 How To Change Tires

*A fun way to spend a few minutes*

### 36 Feets Up!

*Learning the art of trials*

### 42 Product Evaluation

*Trelleborg Supermaster*

## MACHINES

### 16 ATK 605 Dual Sport

*Charlie wrote this, so...*

## TECHNICAL

### 26 Husaberg Update

*A year with the 400 Elduro*

## DEPARTMENTS

### 4 Last Over

*Rubber Head*

### 6 The Rest of the World

### 8 Eastern News

### 44 Yankee Trader

### 46 Hertfelder

*Beehive Stings*



**Warning:** there isn't anything that will top the feeling you get from piloting a motorcycle through the woods, but you have to accept the risks inherent in this sport if you're going to do it. There are no safety features expressed or implied, there are no airbags or seat belts to protect you from yourself. The entire burden of personal safety rests right on your shoulders, Bucko, and if you mess up it's not the land owner's fault, not the bike manufacturer's fault, and certainly not our fault. We recommend using all the protective clothing you can, and be aware of what you're doing at all times. And then, it's fun.

## Dangerous Knowledge:

**Subscriptions:** Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$25 yearly, in U.S. funds. We're not selling overseas subscriptions any more. We don't have a Visa & Mastercard merchant's account, so we can't sell by credit card, and neither are we set up to "bill you" for a subscription. The only way to get it is send in a check, cash or money order, and we'll do the rest.

**Renewals:** If you like Trail Rider, and plan to renew, it would be really helpful if you looked at the label on your magazine and checked the expiration date. When you start getting close to expiring (the magazine, not you), send in a check along with the order blank from an issue, or just your name, address, and sub number (above your name on the label), and tell us that you want to renew. This way we can avoid sending out a renewal notice, which will save us money we can then spend on food. If you drag your feet and forget to renew until you stop getting issues, there's no way we can "start you with the last issue" you missed. We have to start you with the next scheduled mailing, and you'll have to buy the missed issues as back issues, if we have any left. We mail out the magazine every month like clockwork, on or about the 17th, so renew as early in the month as possible in order to not miss it.

**Back Issues:** A limited number of back issues are available. Write us and let us know the month and year, and send \$2 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike).

**Address Changes:** If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines, if you tell them to, but they don't do it in a hurry.

**Newstand Sales:** You won't find Trail Rider in any convenience stores. You can get Trail Rider in some motorcycle shops, and some day we plan to print a list of them. Shops can sell Trail Rider easily. We'll sell you a minimum of six issues (non-returnable) at a price you won't lose money on, and we'll pay shipping. Call us.

**Advertising:** Clubs can advertise their events in Trail Rider for the low price of \$185 a page, and \$135 a half-page. This is something like a 40% discount off regular prices just because we like to help the clubs out. Regular retail advertisers are strongly encouraged to get in touch with us if you want to advertise in the Northeastern market, because we've got a dedicated, faithful readership of about 3,000 hardy souls, and besides that we like to eat, as we explained above. Advertising is what keeps this rag alive, and we appreciate your business.

**Contributors:** We pay \$50 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

**Yankee Trader:** Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!

**Trail Rider Magazine** (ISSN 0892-3922) is published monthly at 127 Navajo Trail, Medford Lakes NJ 08055. Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$25 U.S. yearly. Copyright © 1998 by Trail Rider Magazine. All rights reserved. No advertising or editorial matter in this magazine may be reproduced for distribution without written permission by the publisher. Contributors: Articles and event photos are welcome, although we assume no responsibility for unsolicited materials. Unless special arrangements are made in advance, all published materials become the sole property of Trail Rider. Periodicals postage paid at Medford, New Jersey, and additional mailing offices. **POSTMASTER:** Send address changes to Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055-2038.



# LAST OVER

By Paul Clipper

## Rubber Head

Once again, it has come to this. A last minute, last chance dash to write something to fill this space, after all the rest of the book has been taken care of. The stories have been talked about, written, downloaded, edited and set up on the pages, the photos have been taken, printed and scanned into position, the ads have been sold, the billing has been sent out, the last issue was mailed and this issue is pretty much over the hump and destined to become another scrap in the flag we fly called Trail Rider. It has never been an exactly easy job getting Trail Rider out the door every month, but it's especially difficult when the weeds start growing through the tarmac once again. Spring fever is destined to kill us all here, as we scramble around trying to ride every bike and every place we've ever ridden before, after spending the winter dreaming about it.

But this month, I have tires on my mind. Last issue we ran a story on what happens inside your tires when they really wear out, and this month we have what must be the 945th article on tire changing. Hey, like we said in the article this month, it's the kind of thing you should not only learn, but something you should learn to enjoy. Sort of like reverse psychology—if you think it's such a nasty job, you should do it until you can kid yourself into enjoying it. And then you'll actually believe that you like it and it'll stop being a chore.

Sort of like enduro riding.

So anyhow, there's a lot of focus on tires recently, and I'm going to tell you why. The tire is your contact with the ground, and how that patch of rubber works is the key to the best performance your bike can deliver.

Two things, generally, determine how that tire is going to treat you. The first, and most obvious, is how new it is. If those knobs are new and sharp you're going to get your best traction in most terrain, regardless of how much or how little cash you spent on that tire. Secondly is the combination of tire construction and rubber compound. When you talk about buying a tire specifically for its construction—i.e., a "mud tire," or a "rock tire," or "the best tire...." you're talking about spending more money on something specific, rather than just going for sharp knobs. This is where you really get into serious tire performance, but let's talk about the sharp knob thing first.

If you have new, sharp knobs in "perfect" loamy conditions, it really doesn't matter what brand or style of tire you're using. If we're going to drop names, let's get it over

with, and say right now that the historically cheapest tire you could buy was a Cheng Shin. When I was a novice we even treated it like a joke; you could either afford good tires or you "settled" for a Cheng Shin. However, for us, there was nothing wrong with using Cheng Shin tires. We rode mostly in sand in those days, and a brand new Cheng Shin was just as good as a Metzeler in the sand...maybe even better. The Metzeler MX of the time (20 years ago) was constructed in a way that would make it perfect for rocks and hard terrain—going by modern standards—and that was the only Metzeler you could buy. Honestly, the old Metzeler MX wallowed around in the sand

too much, but we never noticed because we couldn't ride that well, and just knowing that we had an actual "Metzeler" on our rim made us feel faster, if nothing else. We would often go out to buy a Cheng Shin, and not knowing, we'd buy anything that would fit, and it would be very possible to buy something with a more open knob pattern than the Metzeler, which would work better in the sand. So we'd put this cheaper tire on, and then start to realize, in an embarrassed sort of way, that the Cheng Shin actually worked better. Because it had sharp knobs, it was an immediate improvement. However, since its knob pattern was more "open," it was more responsive in sand (and mud).

That got us to thinking about tire construction. That same Cheng Shin, that worked fine in the sand and mud, worked absolutely scary up in the rocks, when the summer enduro season would move to the hills of Pennsylvania. Go out and get a new Cheng Shin, and go back to the rocks, and it was still scary. Yet, if we dug out the old Metzeler, even if it was worn out, and put it back on for the rock runs, we were amazed at how much better it worked. What was going on here?

What was happening was that we were seeing graphic proof of why the Metzeler cost twice as much as the Cheng Shin. The Cheng Shin, of the time, was a knock-off of a Metzeler's knob pattern, or a Barum's knob pattern, but they didn't copy the construction; meaning, the number of and material used in the fabric plies within the tire, and the particular formula of the rubber compound actually used to mold the tire. Everything rubber is a blend of ingredients, but the Metzeler rubber compound was a "stickier" compound more like pure rubber, while the Cheng Shin compound was more towards the "plastic" end of the scale. The Metzeler tire, because of this, would actually stick to the wet rocks of Pennsylvania, while the Cheng Shin would spin merrily.

The point is, in the Pennsylvania hills, it didn't matter how sharp your knobs were. Since the whole matter of "grip" in the

rocks depended on how sticky the rubber compound was, you could use a worn out Metzeler and be happy as a clam. We used to say that we'd rather have a worn out Metzeler in the rocks than a brand new anything. And you know, if conditions were right and you had exactly the right tires on, a worn tire could be better than a new anything, since the rounded knobs of the worn tire allowed more rubber to contact the surface of the ground.

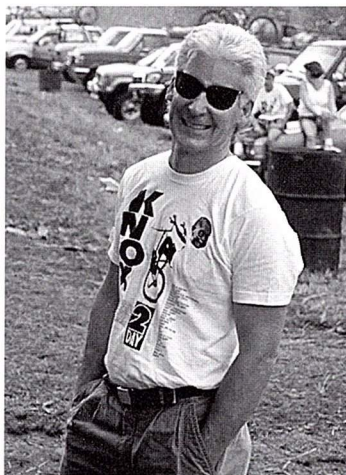
For an extreme example of this, look at the special tires used for observed trials. Modern trials tires are very, very specialized, and are made out of the stickiest rubber compounds that the manufacturers can

manage to mold into a tire shape. They also have the closest, tightest knob pattern, a pattern that you just know is going to be horrible in mud. However, they use the close-set knobs to get as much of that fine rubber on the ground as possible. You can even use trials tires on your off-road bike, and they will work great. I know some guys who do just that. However, they don't "clean out" very well in mud (meaning the mud stays stuck between the knobs), and they also cost quite a bit more than regular

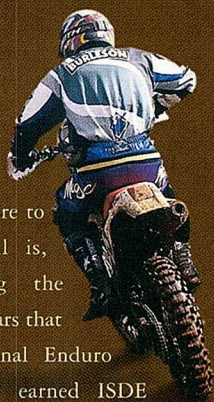
knobbies.

Now, we only use these two brand names of tires to illustrate a point. Twenty years ago, they were the only two brands of tires readily available in this neck of the woods. Things have changed since then. Now we have Metzeler and Cheng Shin, Maxxis and Trelleborg, Bridgestone and IRC, Pirelli and Dunlop, and many more besides. To differentiate between them all you need either an engineering degree specializing in rubber products or a pile of spec sheets and a lot of faith in promotional material. Very generally speaking, though, you still have to balance your needs against how much you want to spend. If you're looking for exotic rubber and traction in an extreme range of conditions, you can generally assume that the more expensive the tire the better the rubber compound used. If you only ride in a limited range of terrain, and don't need the absolute best to ensure a slight edge in your racing, then a sharp knob may be all you need. Be aware, though, that today, in 1998, being a cheap tire doesn't necessarily mean being a bad tire. Even the cheapest tire manufacturers are using more sophisticated rubber compounds than they used 20 years ago, and with a little bit of experimenting you may be able to find a tire that fits your riding perfectly without shelling out the big bucks.

How do you know for sure? Test many different tire brands and styles before you make a firm choice of what's best for you. And to do that, you'll have to learn how to change tires with a minimum of pain, so keep turning these pages! □







Dick Burleson's desire to win was, and still is, unmatched during the eight consecutive years that he won the National Enduro Championship and earned ISDE Gold Medals. Yet the technology of his gear was in it's infancy, with heavy, bulky, marginally protective gear being the norm.

Today, King Richard has turned his unrelenting pursuit of perfection toward another task which is improving and evolving MOOSE gear for the 21st Century. Whether it be riding gear, protective equipment or motorcycle parts and accessories, Dick accepts only the finest to meet the demands of all types of off-road motorcycle competition.

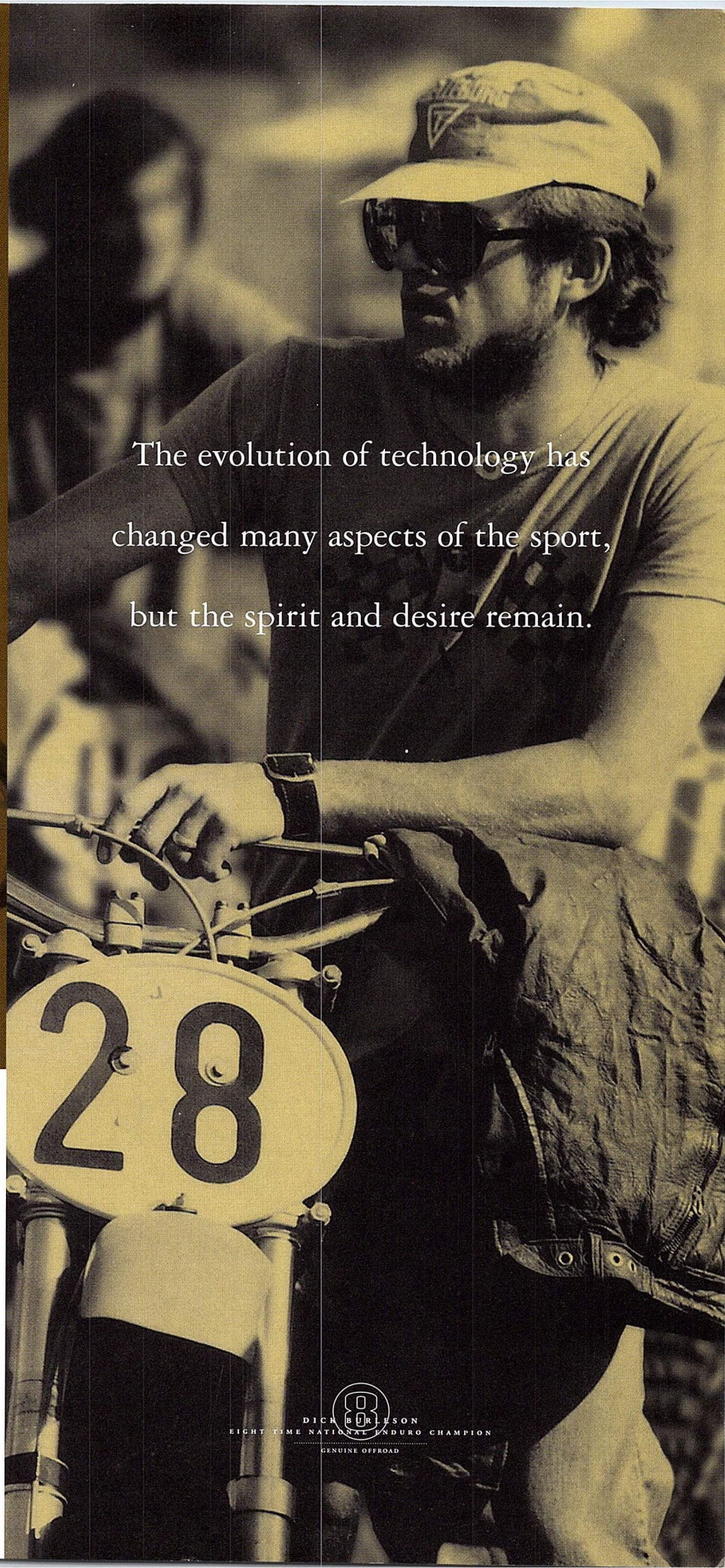
This same attention to detail and pursuit of technical excellence that typified his racing career continues in his quest for lighter yet stronger, waterproof yet breathable, protective yet comfortable technical solutions to the riding equation.

Back then, his focus was on winning, today his focus is for all of us to be winners.



Have your dealer contact

**PARTS  
UNLIMITED**  
[www.mooseoffroad.com](http://www.mooseoffroad.com)



The evolution of technology has  
changed many aspects of the sport,  
but the spirit and desire remain.



DICK BURLESON  
EIGHT TIME NATIONAL ENDURO CHAMPION  
GENUINE OFFROAD



# THE REST of the WORLD

## Lafferty's Surprise

After leading most of the Reading Off Road Riders' national hare scrambles last month, National Enduro Champ Mike Lafferty was left with a rude surprise. "I thought I was doing really good, riding my own pace and blasting away out front, but it didn't happen!" said Lafferty on the Monday afterwards. "I rode so long up front I had no idea who was behind me or how far, and my pit crew wasn't using a pit board in the rain. So, on the last lap I pit for gas, and here goes (Doug) Blackwell flying past. I think, 'Uh oh, this isn't good...'" Lafferty caught and battled with Blackwell for the remainder of the lap, but as these things nearly always go, Blackwell was the one out of the woods first, and across the checkers. "I couldn't believe it," said Lafferty, "I had settled into my own pace, and when Blackwell went past I just couldn't go fast enough. And Al Randt, my mentor and supporter, was real helpful afterwards. I told him on the phone, 'Al I was leading the whole thing...' and he said, 'Well, that was your first stupid mistake.'"

So in other words, while Lafferty was cruising at the front, Blackwell was not far behind, watching and receiving signals from his pit crew, and the last lap pass was a calculated move that paid off for the West Virginia hare scrambles pro. Blackwell, who rides for the SCR Yamaha race team, is currently leading the AMA National Hare Scrambles series, and is sitting third in the National Enduro Series. Third overall went to Brian Garrahan, all the way from Boulder Creek, California.

The event was plagued by torrential spring rains, high winds and chilly temperatures, and though it was characteristically tough it was praised by most of the pros in attendance. "It was awesome!" said Lafferty. "They did a great job on the course; it was tough but all rideable. I really like that kind of terrain, too." Look for a complete story on the race next month.

## AMAH Hall of Fame

The first group of motorcycling greats to be inducted into the Motorcycle Hall of Fame has been announced by the trustees of the American Motorcycle Heritage Foundation (AMHF). The inductees will be formally honored Sept. 5 at the American

Motorcyclist Association (AMA)-sanctioned Dirt-Track "Hall of Fame" Race in Springfield, Ill.

Those selected for induction include the following Grand National Champions: Chet Dykgraaf (1946), Jimmy Chann (1947, '48, '49), Larry Headrick (1950), Bobby Hill (1951, '52), Bill Tuman (1953), Joe Leonard (1954, '56, '57), Brad Andres (1955), Carroll Resweber (1958, '59, '60, '61), Bart Markel (1962, '65, '66), Dick Mann (1963, '71), Roger Reiman (1964), Gary Nixon (1967, '68), Mert Lawwill (1969), Gene Romero (1970), Mark Brelsford (1972), Kenny Roberts (1973, '74), Gary Scott (1975), Steve Eklund (1979), Randy Goss (1980, '83), Mike Kidd (1981), Ricky Graham (1982, '84, '93), and Bubba Shobert (1985, '86, '87); plus two of the biggest stars from the earlier Class-A era, Jim Davis and Joe Petrali.



The Motorcycle Hall of Fame will recognize those who have made significant contributions to all aspects of motorcycling, including those who have excelled in motorcycle business, history, design and engineering, in addition to those known for their contributions to road riding, off-road riding and all categories of motorcycle racing. Hmmm, sounds like Charlie Williams has a shot at it....

For more information on the Motorcycle Hall of Fame, contact AMHF Director Aaron Fitch at the Motorcycle Heritage Museum at (614) 891-2425.

## Hi-Point Changes Hands

Hi-Point Trailers USA has changed hands. It is now owned by The Boat Pad, Inc. of Sheffield, Ohio, and should be back into construction of the famed Hi-Point box trailer by the time you read this. Actually, the change is part of an interesting story. Hi-Point USA, consisting of the trailer manufacturing firm and PVL Electronics, was for sale last year, since John Penton, owner of the whole shebang, looked forward to retiring, finally. KTM Sportmotorcycle USA, located in Lorain, Ohio, was looking for a larger, more suitable property, and though KTM had no desire to be in the trailer business, Hi-Point was sitting on a very desirable piece of land in Amherst, Ohio, with a fine warehouse building already in place. Ultimately, KTM bought Hi-Point, sold the trailer business to The Boat Pad, and left PVL alone. PVL is still operating from that location, while KTM refits and refurbishes, and also builds a new office building right next door to the warehouse, to house all the administrative duties of KTM. So yes, Hi-Point has been sold, and KTM will be moving to their new location hopefully by



the fall of this year.

## Andrews is Roosting

Fred Andrews, riding this year for Kawasaki, is tearing up the GNCC series. He is leading the series, unofficially, with two overall wins out of three events so far. His most recent win was at Loretta Lynn's on April 5th. Last year's series winner Scott Summers has been having a bit of a hard time this season, with just one win at the Big Buck GNCC, and a smattering of third place finishes besides. Could this be Andrews year once again? Possibly, but it's a long, long season, and anything could happen.

## Letter from Fred

We received the following letter from Fred Bramblett, of Summers Racing Components, concerning our coverage of the Okeechobee GNCC in the May issue. We were sent a photo of a guy on an XR with a big #1 on the front, and we naturally assumed it was Scott Summers, but we were wrong. We'll let Fred tell the story:

To Whom It May Concern:

The photo that appeared on page 31 of the May issue of Trail Rider that is listed as Scott Summers is a mistake. The rider shown is actually Steve Johnson of Wiseco Piston, one of Scott's sponsors. Steve rode the morning industry race on Scott's XR280. Scott has a long-term professional relationship with Alpinestars boots and Arai helmets, which are not shown in the photo. Scott feels that both Alpinestars and Arai make the best products in their respective industries and would not want any readers to become confused by the mis-labeled photo. Please accept our apology for any confusion.

Thanks,

Fred Bramblett, Summers Racing

## More GNCC News

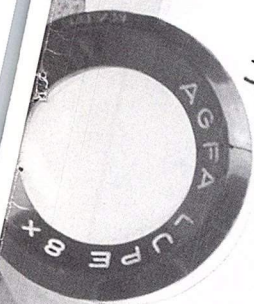
This month we've got a GNCC practically running right down the street here. It is happening in Manahawkin, New Jersey, off Route 72 West, at exit 63 of the Garden State Parkway. There will be Quad races on Saturday, June 6, and motorcycle races on Sunday, June 7. Lindsay Pirie and the Meteor Motorcycle Club have been working on a course for the event, which now looks like it's going to be about 12 miles long, with about 8.5 miles in the woods. The headquarters motel is the Quarterdeck, in Shipbottom ((609)494-9055), and it's just four blocks from the ocean, so

bring your board with you. The food concession will be catered by Lucille's of Warren Grove, so you know it'll be good, and a tribute is planned Sunday morning in the memory of Bruce Zimmermann, who helped design the MX portion of the course everyone will be riding. It's going to be a great weekend, plan on coming out to race or just to watch. More information can be had by calling (304)284-0084. □





FMF Racing 25930 Belle Porte Ave  
Harbor City, CA 90710  
Ph 310 539.6884 Fx 310 539.6605



JOHN.

HERE ARE THE RESULTS FOR  
CYCLE NEWS, AND THE PHOTO  
FOR OUR NEW OFF-ROAD AD.  
WE WON 3 OF 4 CHAMPIONSHIPS!  
AND THE TOP 3 AMERICANS AT '97  
RIDE ON THE TROPHY TEAM WITH SMITH,  
DAVIS, HATCH. MAKE SURE YOU INCLUDE  
SHOTS OF TY, RODNEY, STEVE AND  
ENDURO CHAMP MIKE LAFFERTY.

THANKS  
MIKE



TY DAVIS

# OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO  
(After 9 of 9 rounds)

1. Michael Lafferty (KTM), Milville, NJ
2. Matt Slavish (KTM), Blair, MN
3. Ty Davis (Kaw), Hesperia, CA
4. Randy Hawkins (Yam), Travelers Rest, SC
5. Mike Monroe (Yam), Alabaster, AL
6. Craig Holsek (KTM), Anoka, MN
7. Kevin Hines (CPE), Weston, MA
8. Donnie Book (Kaw), Gypsum, CO
9. Scott Bright (Kaw), Greeley, CO
10. Forrest Tobin (KTM), Casper, WY

AMA NATIONAL CHAMPIONSHIP  
HARE & HOUND SERIES  
(After 7 of 7 rounds)

1. Ty Davis (Kaw), Hesperia, CA
2. Donnie Book (Kaw), Gypsum, CO
3. Nick Pearson (KTM), Pioche, NV
4. Dave Hamel (Kaw), Sparks, NV
5. Russell Pearson (KTM), Pioche, NV
6. Desha Abbott (KTM), Phoenix, AZ
7. Brian Brown (Kaw), Nampa, ID
8. Paul Krause (Kaw), Irvine, CA
9. Jeff Capt (Hon), Lakewood, CO
10. Jim Gray (KTM), Gunnison, CO

(150/5 wins)

(108)

(104)

(88)

(84)

(83)

(81)

(75)

(67)

(57)

GARRAHAN

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES  
(After 9 of 9 rounds)

1. Rodney Smith (Suz), Oakley, CA (172/2 wins)
2. Steve Hatch (Suz), Ithaca, NY (151/2 wins)
3. Jason Dahners (KTM), Redmond, WA (130)
4. Paul Edmondson (Suz), Great Britain (103/2 wins)
5. Brian Garrahan (KTM), Boulder Creek, CA (101)
6. Patrick Garrahan (KTM), Boulder Creek, CA (99)
7. Scott Plessinger (KTM), Hamilton, OH (75)
8. Aaron Sykes (Kaw), Cotati, CA (67)
9. Mike Sampson (Kaw), Brazil, IN (64)
10. Randy Hawkins (Yam), Travelers Rest, SC (57/1 win)

AMA GRAND NATIONAL CROSS COUNTRY SERIES  
(After 13 of 13 rounds)

1. Scott Summers (Hon), Petersburg, KY (152/3 wins)
2. Steve Hatch (Suz), Ithaca, NY (150/2 wins)
3. Fred Andrews (Yam), Salem, OH (143/1 win)
4. Rodney Smith (Suz), Oakley, CA (134/3 wins)
5. Scott Plessinger (KTM), Hamilton, OH (128/1 win)
6. Doug Blackwell (Yam), Parkersburg, WV (124)
7. Jason Dahners (KTM), Redmond, WA (123)
8. Randy Hawkins (Yam), Travelers Rest, SC (122)
9. Brian Keegan (Kaw), Washington, PA (119/1 win)
10. Paul Edmondson (Suz), Great Britain (94/2 wins)

P. EDMONDSON



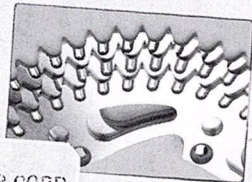
R. PEARSON

RETURN TO  
AMERICAN SUZUKI MOTOR CORP.  
P.O. BOX 10000  
MILWAUKEE, WI 53210



SMITH

CORAL  
Factory Spokes



Factory  
909



GOLD  
SERIES  
FATTY PIPES



RETURN TO  
AMERICAN SUZUKI MOTOR CORP.  
P.O. BOX 10000  
MILWAUKEE, WI 53210



HATCH

LAFFERTY



© 1997 KARIYA ENDO

ABBOTT

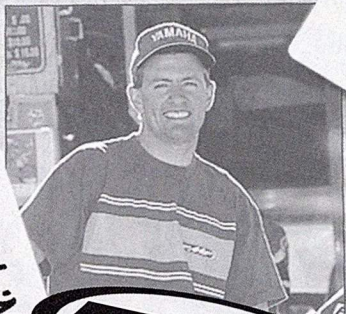


D. Book



© 1997 KARIYA ENDO

N. PEARSON



Feel The Power



# Join the team!

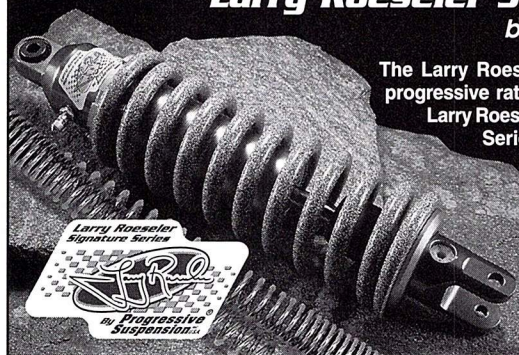
## Larry Roeseler Signature Series by Progressive Suspension

**NEW!**

The Larry Roeseler Signature Series 420 shocks and progressive rate fork springs have been "dialed-in" by Larry Roeseler for each application. Install Signature Series shock and fork springs, it'll be like having your bike set up by a pro!

*Isn't it time you joined the team?*

11129 G Ave., Hesperia, CA 92345 USA  
E-mail: info@progressivesuspension.com  
Web site: www.progressivesuspension.com



# WOODS WARFARE!

*It's A War Out There! That's why you need to Arm Yourself with the Best Artillery available...*



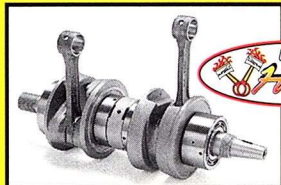
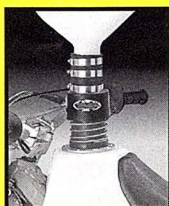
**IMS TANKS** When it comes to Fit, Finish and Quality, IMS makes the Best After Market Large Capacity Tanks Available!

- All New Designer Series Tanks - 3.0 Gals Ty Davis, Steve Hatch, Kevin Hines Replicas
- The New YZ & RM are Slimmer Than Stock!
- The Largest Selection and Color Availability on the market! '98s Available.



## IMS FUEL SYSTEMS

Dry Break Tanks and Quick Fill Dump Cans that allow you to fill your woods tank in under 6 seconds!



**IMS/HOT ROD CRANK KITS** Complete Kits include IMS Hot Rod, Wrist Pin Bearing, Crank Pin and Thrust Washer.

**ABSOLUTELY The Best Crank Rod Money Can Buy!**

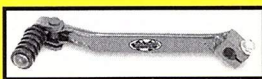
**JUST CHECK OUT SOME OF THE PROS WHO USE IMS PRODUCTS**



IMS Disk Brake Fins



IMS Pro Series Footpegs  
17-4 Cast Stainless Steel



IMS Heavy Duty Shift Levers



Call Today For Our Latest Catalog!

**909-653-7720**

6240 Box Springs Boulevard • Unit E • Riverside, CA 92507  
Web: www.imsproducts.com E-mail: imsinfo@deltanet.com

Daily Shipping Of  
All IMS Products  
Available Via UPS



# EASTERN NEWS

## We've Said This Before

Looking over last month's issue to make sure we don't repeat ourselves, we're amused to note that we made a big point last month to blame our computers for the mistakes that have been flowing out of our production offices, and to reassure you, our readers, that we are not idiots, goons, droolers or just plain fools. Well, continuing on that line, since it worked so well last month, we'd like to let our readers know that we are not zeros, goofballs or numbskulls either. Thank you.

## Lembo Wallow

Round two of the 1998 NETRA hare scrambles series went to the apple orchards of Modena, NY, last month, for the annual Lembo Lake mud wallow hosted by the proud denizens of the Otterhole Correctional Facility. Once again, spring in New York did not disappoint, and though Saturday was warm, dry, and—if you can believe it—dusty, Sunday was wet, miserable and cold as usual. The Tri-State M.C. did a great job on the seven-mile course, though, cutting all new trail in the woods and avoiding the holes that have grown since Lembo's inception. It was a fine loop that unfortunately got really nasty as the day wore on, but that's the way the world goes 'round, as Johnny Prine is fond of saying. Patrick Timothy, who rides for Midtown Kawasaki, not Putnam Kawasaki as reported in the last issue, went on a tear around the Lembo track and practically led the race wire to wire, successfully fending off a charge from VMR/Yamaha's Tommy Norton. We were there, soaking up the mud, so look for a full report next month.

## June Events

Man oh man, there are some great events happening this month, and they're all close to home (depending on where

## Where to Ride

6/7 11/22 ECEA/GNCC Hare Scrambles, Manahawkin NJ  
6/7 King Philip Enduro, Wrentham MA  
6/7 AMA Nat. Enduro, Tillamook OR  
6/13 NETRA Enduro School, Brimfield MA  
6/13-14 New Hampshire Classic T.R., Loudon NH  
6/14 New Eng. Championship Enduro, Somers CT  
6/14 Ridge Run Enduro, Stanhope NJ  
6/20 Dam Good Junior Enduro, Thomaston CT  
6/20 Nervous Novice Ride, Thomaston, CT  
6/21 Dam Good Hare Scrambles, Thomaston CT  
6/21 Tri-Co Dual Sport, South Jersey  
6/21 VFTR Hare Scrambles, Eastern PA  
6/27 Firecracker Junior Enduro, Union CT  
6/27 Nervous Novice Parent/Child Ride, Union CT  
6/28 AMA Nat. Enduro, Akeley, MN  
6/28 Conn. State Hare Scrambles, Union CT  
6/28 Southern Tier Enduro, Eastern NY



you call home, I guess). First off, you've got to come see the Grand National Cross Country championship race in Manahawkin, New Jersey, or ride it if you're a hare scrambles nut. It is going to be a huge event, almost carnival-like, with a band playing in the headquarters motel (the Quarterdeck, in Shipbottom, NJ, (609)494-9055) on Saturday night, and a kick-ass hare scrambles course on Sunday, June 7. Be ready for plenty of high-speed sand and tight piney trails. If you're in an enduro mood, the run du jour is the King Philip, on the same weekend (June 7) in Wrentham, MA. The KP is always a great ride; last year it was dry as a bone, this year it should be more normal conditions.

On the weekend of June 14, way too many things are happening. For enduro, you have the Ridge Run in North Jersey, the Garden State's premier rock run, and one we wish we could ride. New Englanders have the New England Championship in Somers, Connecticut, and that is one of the north land's best enduros. However, on top of both of these is the New Hampshire Classic trail ride, otherwise known as the Leon Dube Memorial or the Jack Noga Memorial in years past. It's a two-day charity ride, Saturday and Sunday, featuring some of southern New Hampshire's best trail riding, and a very worthwhile place to spin your knobs. We may ride the Classic on Saturday, then spin down to the Connecticut enduro on Sunday; and M. Uth will probably attend the Ridge Run. Too much to do!

On the 21st, NETRA riders can attend the Dam Good hare scrambles in Thomaston Dam, CT, which is one of New England's largest hare scrambles. Pretty cool course, too, just as long as the temperatures don't jump up into the 90's like it does some times in June. Also on the 21st, the Valley Forge Trail Riders are putting on their Marshlands Hare Scrambles for the ECEA crowd, and we've heard great things about their event, although we've had a hard time getting there so far. Hopefully we'll get there this year.

The Southern Tier enduro is on the 28th, and that's an ECEA event that used to be a New York state championship series event. We've heard good things about the course up there, but haven't made it up yet, possibly this year. Also on the 28th is the Connecticut State Championship hare scrambles, another big, popular event in Union, CT. This is all in one month, believe it or not, and that's just our local events. There's also GNCC's and other nationals to consider. Better make sure your bike is running well, put on some new tires, and let's go riding!

## About the National

Statistics from the Greenbrier national enduro held on March 29: 396 entrants, but only 285 riders started. 173 finished,

leaving 112 DNF's. Now, before you get weirded out about that 110 people or so who didn't bother to start, keep in mind that if you don't turn in your card officially you're counted among the DNS crowd. That sure is a lot of people entering the Greenbrier, though. Next time they'll know better....

## Forests Opening

Good news; this year, according to the Massachusetts Department of Environmental Management, the Mass. State Forests will open for riding on the intended date of May 1, not the end of May as happened last year because of mud season. This of course applies to the Mass. State forests that are open for trail riding, which are precious few as we have reported in the past. The opening, though, once again should serve to remind us that there's a lot of work to be done in Massachusetts to reverse this trail bike ban in the state forests, detailed in the next two news items.

## Appoint Gordie

One thing that would help our situation in Massachusetts is getting Gordie Coyle appointed to the Mass. D.E.M. board. There is a vacancy on the board due to the resignation of one of its members, and Gordie, president of the Pilgrim Sands Trail Riders, has been promoted by many personal letters and by a number of legislators in the state. This is a ball that is already rolling along, and maybe with your help we can roll it home. Please fax a letter stating that you support the appointment of Mr. Coyle to Matthew Kenwick, Director of the Board of Commissions, Room 360, State House, Boston, MA 02133, at (617)727-8136. If you need more information on this matter, call the NETRA business office at (860)875-5757 after 7:00 p.m.

## Work Parties

Another thing you can do for the state of Massachusetts is get out and volunteer your physical labor, by helping out with trail work parties. There will be one this month, on June 21st, at the October Mountain State Forest headquarters in Lee, Mass., meeting at 8:00 a.m. Bring shovels, loppers, chain saws, hammers

## Sad Passing

We lost a good friend recently in South Jersey. Bruce Zimmermann, one of our activist trail riders and a motocross enthusiast from Manhawkin, NJ, passed away from an undetected heart condition during a training run in late April. Bruce was involved in putting together the GNCC race happening in South Jersey later this month, and also working towards opening another ORV park in the state. In his memory, Raceway Park in Englishtown, NJ, is putting together an MX Scholarship Fund in his name. Donations can be sent to Raceway Park, c/o Bruce Zimmermann MX Scholarship Fund, 230 Pension Rd., Englishtown NJ 07726. Bruce was a personal friend of ours here at TR, and was actually planning on starting a series of columns on training for the magazine. He was 37 years old, and just took delivery on a new Husaberg 501 MX bike. Our condolences go out to his family, to Tom and Edith Zimmermann, and to all his many friends. We'll miss you, Brucie.

and lunch, and be ready to buff out some of the trails you'll be riding this summer. Also, there will be a work party on July 26th in Savoy State Forest, at the state forest headquarters at 8:00 a.m. Both are to satisfy the agreed upon 400 man hours of work pledged by the local trail bike users groups, and the more volunteers we can get the faster the obligation is fulfilled. For more information call Mike Stone at (800)999-2003.

## Rubber Bars

Mike Stone, from the above, also informs us that they have been installing special rubber water bars on the state forest trails. The new water bars consist of a heavy rubber strip sandwiched between two 4X4s set flush in the ground. The rubber sits up four or five inches to channel the water off the trail effectively, yet it flexes out of the way when you hit it with your tire. Much better than the buried log method that will put you on your head in a very nasty way on a dewy enduro morning. The rubber they use is conveyor belting material, donated to the Berkshire Trail Council by NETRA members Tim Moore of Pittsfield Sand & Gravel, and by Mark Rogers of Berkshire Concrete. Thanks, guys! □

## NAMES AND ADDRESSES

<b>New England Trail Rider Association (NETRA)</b> P.O. Box 478 Ellington, CT 06029 (860)875-5757	<b>AMA</b> P.O. Box 6114 Westerville, OH 43081 (614)891-2425
<b>East Coast Enduro Association (ECEA)</b> RD 4, Box 5671 Jonestown, PA 17038 (717)865-0601	<b>New York Trail Rider Alliance, NYTRA</b>
<b>Vermont Trail Riders Ass. (VETRA)</b> P.O. Box 136 South Pomfret, VT 05067	<b>New England-New York Coalition, NENYC</b> 8 Komar Drive Charlton, NY 12019
<b>Pennsylvania Trail Riders Association (PATRA)</b> Box 77 Thomasville, PA 17364	<b>New Jersey Trails Conservancy (NJTC)</b> 1799 Route 38 Mt. Holly, NJ 08060
<b>Racer Productions (AMA GNCC Series)</b> Route 7, Box 459 Morgantown, WV 26505 (304)284-0084	<b>District 6 Sports Ass.</b> P.O. Box 554 Lebanon, PA 17042 (717)272-6896
<b>Budds Creek MX/H.S.</b> (301)475-2000	<b>SETRA</b> 5165 Thompson Mill Rd. Lithonia, GA 30038
	<b>Blue Ribbon Coalition</b> P.O. Box 5449 Pocatello, ID 83202 (208)237-1557



# GREENBRIER NATIONAL

Mike Lafferty whups them all in the TCSMC brier patch

By Paul Clipper,  
photos by Clipper &  
Jungle Dave

Belleplaine, NJ 3/29

**M**ike Lafferty overcame his signature morning tension this Sunday to take the win at the Greenbrier National. Although happy to be close to home—about a five-minute drive—Lafferty shouldered a fair amount of dread for what might happen during the day. Of most all of the competitors on hand, Lafferty knew just how tough it could be in his local woods, and also how tough the local competition might be. Rather than worrying about his National AA class peers, Lafferty was mostly concerned with siblings and two local hotshoes. Past ECEA champion Kevin Bennett was a dark horse favorite on his XR250, being well known for unrelenting speed in unforgiving tight stuff; and current ECEA champ Fred Hoess was also a



major threat. With additional pressure from his brother Richard, who also grew up in the area, Lafferty had his hands full just getting away from the starting line, but by the first check it was plain who was going to lead the pack this day.

Always known as a tough regional enduro, for the National sanction the Tri-County Sportsmen M.C. pulled out all the stops to take points away from the National class. In doing so, they also took away buckets of points from the rest of the field. Unseasonably warm temperatures and sunny skies also added to the workout, and triple-digit scores were not uncommon, even in the "A" class.

The day started out with a quick four mile section to warm everyone up, and to wake up those still sleeping. Lafferty wasted no time getting into high gear, and clocked out at the first check with the lowest elapsed time, although not by much. Lafferty, who is sponsored in part by KTM, Shell

*Reigning National Enduro Champ Mike Lafferty cranked out a convincing win at the Greenbrier, and moved into top spot for championship points in '98.*



*Randy Hawkins had a miserable day in South Jersey. He started out with good scores, but an overheating machine finally put him out of the race.*



*Fred Hoess charged hard from the top of the local ranks, and came uncomfortably close to stealing Lafferty's thunder. Hoess finished second overall and top AA Regional.*

Oils, Sunstar, Performance Friction, Moose, Arai, Trelleborg, Tech Tubes, Scott and Enduro Engineering, nipped in two minutes down, as did Hoess (Bromley Suzuki-KTM, Answer, WER, Acerbis, FMF, Arai, Scott, Michelin) Bennett (Fairway Cycles, WER, Tech Tubes, Pirie Composites, Acerbis, Arai, White Bros.), and local ECEA rider Michael Moore. Lafferty still edged them all for tiebreaker seconds.





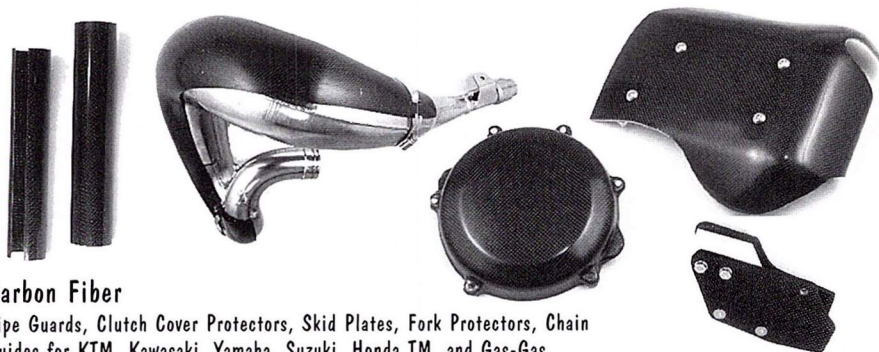
ECEA rider Jerry Kitts kept his TM wound tight and finished first place in the B 125 class.

Missing the flip in that first section meant three points or more on your card, and included in that group were such notables as Yamaha/MSR/Shoei/Cycle Gear/Silkolene/Pirelli/Pro Grip-sponsored Randy Hawkins, who was riding a YZ250 for this round, and seemed to be suffering from overheating problems right from the start. Michael's brother Richard Lafferty (KTM, Bromley Suzuki-KTM, MSR, Spectro, Enduro Engineering, Dunlop, FMF, Motion Pro, Arai, WER, Moto Tassinari, Dunlop, Scott, Hellion, Tech Tubes and Novacare) also



Kevin Bennett was the dark horse favorite for the overall win, and he came very close. He finished third overall on his Fairway Cycle sponsored XR250.

## Enduro Accessories for All Brands of Motorcycles...



### Carbon Fiber

Pipe Guards, Clutch Cover Protectors, Skid Plates, Fork Protectors, Chain Guides for KTM, Kawasaki, Yamaha, Suzuki, Honda TM, and Gas-Gas

Lighting Coil Ignitions  
for Kawasaki, Yamaha, Suzuki  
and Honda  
100w X 2 output

Paioli Forks and Tecnosel  
products available



**E LINE**  
ACCESSORIES

By Kevin Hines

54 Spectacle Pk. Terrace • East Wareham, MA 02538  
508-295-0812 • 508-295-8864 • Fax: 508-291-2605

### Crossbar Mapcase: \$15



clip-on, reversible;  
7.7" X 6" window.



Map holders  
attach to crossbar  
with squeeze-buckles;  
easy on/off. No more  
digging for your map.



deluxe map holder folds  
out to 12" X 18".

### Dealer for GPS systems. **GARMIN**

The newest, coolest tool for exploration on a motorcycle. Records a bread-crumbs trail (up to ten days) in the memory. You can even save it on your computer. Fantastic for map-making and route-planning. Systems that work in the woods start at \$179 (GPS12). Top-of-the-line GPSIII (\$389) has the entire worldmap inside! We have cables, handlebar mounts, remote antennas, how-to videos, and software.

### Big Fenderbag: \$30



approx. 2 1/2 times  
larger than ----->



"From your  
gearbag to your  
fender in seconds"  
Steel hooks grip the  
fender edge.  
No bolts, easy on/  
off; front or rear  
fender.

### Spare-Tube Fenderbag: \$20



New design:  
20% larger!  
for serious  
off-road!

CycloActive Products  
701 34th Ave  
Seattle, WA 98122  
USA  
N47 36.5  
W122 17.4  
free catalog  
**(800) 491-CYCO**  
100% made in USA. please call for distribution info

USA manufacturer of quality accessories (min. bike tool) www.cycloactive.com  
(206) 323-2349 fax 325-6016  
molo@cycloactive.com  
major credit cards accepted

- MORE BIKES! • MORE PARTS!
- COMPLETE SUSPENSION SERVICE!

'98 Models Here Now!  
Check our Low Prices on '97s & '96s!

Prices too low to print!

VINTAGE PENTONS AND PARTS —CALL BARRY!

Our 14th Straight Year as

**AMERICA'S LARGEST  
SELLING KTM DEALER!**

Visit us at [ktmworld.com](http://ktmworld.com)



**HUSABERG**



8820 Bright Star Road  
Douglasville, GA 30134  
Phone (770)920-1371 • Fax (770)920-9198

Used Parts 1/2 Price!  
Discount programs on  
parts and accessories.  
Fast UPS Service  
Everywhere!





# Greenbrier National Class Results

Mike Lafferty KTM 29

## Grand Champion

Jason Dahners Hbg 42

## High Point A

Craig Gaver KTM 71

## High Point B

Jason Catlett Suz 40

## High Point C

## AA National

1. Richard Lafferty KTM 36

2. Matt Stavish Hon 46

3. Doug Blackwell Yam 50

4. Scott Luca KTM 50

5. Craig Holasek KTM 55

## AA Regional

1. Fred Hoess Suz 31

2. Kevin Bennett Hon 33

3. Bill Atkinson KTM 40

4. Michael Moore 50

5. Duane Shirk Kaw 55

## A 125

1. John Smith Suz 71

2. Mike Sigety Hus 95

3. Dan Stoppi Sr. 102

4. Craig Hayes Hus 113

5. M. Dean Spencer Yam 119

## A 200

1. Robert Mohn Kaw 61

2. Joe Tavani III Kaw 77

3. Scott Klamfoth KTM 106

4. Todd Quinn Kaw 120

5. Rob Kirkpatrick KTM 124

## A 250

1. Mike Arendasky Kaw 54

2. Brian Russell Kaw 62

3. Jamie Wright Yam 73

4. Stewart Crouch Hon 73

5. Steve Swenson Yam 74

## A Open

1. Al Switer KTM 65

2. Dean Spencer KTM 66

3. Mark Hummel Hon 80

4. George English KTM 130

5. James Reber Kaw 169

## A Four Stroke

1. Bob Bennett Hon 48

2. Marc Grossman Kaw 54

3. Mike McHale Yam 72

4. Darrin Russell Hon 82

5. Joe Wallace Hon 93

## A Veteran

1. Jim Gunselman Yam 51

2. Jeff Kirchner KTM 53

3. Ken Law Hom 59

4. John Walter Suz 79

5. Richard Moyer Suz 80

## A Senior

1. A. Tomasello Yam 66

2. Dwight Rudder Hon 68

3. Tom Marsh Hon 73

4. John Farrar Yam 84

5. W. Fontanazza KTM 120

## A Super Senior

1. Pete Parlett Hon 69

2. George Clicker Kaw 72

3. Scott Wolf Yam 79

4. Tom Ebersole CRE 134

5. Rich Tompkins TM 145

## B 125

1. Jerry Kitts 99

2. Jeff Johns Hon 101

3. Dan Stoppi Jr. Yam 105

4. Ron DeCaro Yam 164

5. Dave Sharpe KTM 171

## B 200

1. William Hess Kaw 128

2. G. Mamounis KTM 158

3. Joseph Newman CRE 173

4. D. Moorehouse Kaw 202

5. Mark DeLong Kaw 274

## B 250

1. Mike Tavani Kaw 80

2. Bill Gilbert II Yam 114

3. Mike Kilduff Kaw 134

4. John Cardozo KTM 134

5. Steve Jamison Hon 147

## B Open

1. Tim Gallagher KTM 163

2. Eric Aaroe KTM 169

## B Four Stroke

1. Al Zabroski Hon 175

2. Chris Crull Hon 239

3. Chris Thorsen Hon 288

4. Rob Comber Yam 324

## B Veteran

1. Dan Polak Kaw 114

2. Dan Garrison Kaw 118

3. Mike Doris KTM 128

4. Mike Muckelston Kaw 173

5. Joe Dublas Kaw 180

## B Senior

1. Jack Lewis Hon 168

2. Larry Campbell Kaw 221

3. Dan Compton KTM 261

4. Jeff Fox Yam 265

5. Larry Knotts KTM 287

# B Super Senior

1. Farrell Lord Kaw 56

2. Lewis Newman Kaw 98

## C 200

1. Brian Corden Hon 74

2. Frank Lupperger Kaw 103

3. Ed Newcomb Suz 125

## C 250

1. Chris Conklin Gas 71

2. Jason Spayde KTM 91

3. Joe Terry Yam 118

## C Open

1. Randy Folger Hon 90

2. Karl Dodson KTM 124

3. James Richie Hon 192

4. John Bald Yam 196

5. Chris Tlack KTM 202

## C Four Stroke

1. Joe Dickinson Suz 72

2. Elmer Shelton Jr. Hon 148

## C Veteran

1. Todd Fenton Hon 56

2. Jeff Barker Kaw 87

3. Marty Heisler ATK 99

4. Richard Stewart Yam 140

5. B. Bradbury Yam 160

## Women

1. Kathi Cambell Kaw 48

2. Katie Campbell Kaw 109

3. Lisa Doris KTM 255

## Masters

1. Joe Galie Yam 66

2. Dan Van Driel Hus 182

## Dual Sport

1. Martin Ferguson Hon 96



Women's class rider Kathi "Steel Butt" Cambell rode like the wind, finished the course, and came close to beating the top C class rider.

clocked out with a three, as did local riders Bill Atkinson (KTM) and Duane Shirk (Kaw). Six or seven points down was not an unusual score in the A class, and this was only four miles into the event!

A long section of free time followed, as the riders moved to a different part of the South

Jersey forest, and then a ten mile section that kept the riders busy but not late. Big points weren't taken until the third section, ten miles of tight trail that made a number of riders wonder what exactly they were doing there. "You know, we lay this stuff out," said Richard Lafferty, a Tri-County club

member who was riding the event in the National AA class, "but we never ride all the sections back to back. I never realized how tough our own enduro is. Holy cow...." His sentiment was echoed by brother Michael, who said "I saw all kinds of people stuck in the mud in that free time section. Lucky they ran us at 18 mph, or they would have killed us all off. In a free section!"

Once again, Michael was the man to beat at the check five check-out. He dropped

**Trust us, with so many to choose from,  
KTM has the bike you need to do the job.**

From 50cc to 620cc, Supercross, Motocross, Off-Road, Enduro, Cross Country or Dual Sport, KTM has the most extensive high-performance off-road lineup available. Check 'em out at Cliff's Cycles—they go fast!

**Outstanding Set-Up and Preparation  
for your New KTM**

**All Set-Ups include Full Protection Kit**

**Huge Parts Inventory**

**Serving the Off-Road Rider for 29 Years**

**Unmatched Customer Service**

**KTM**  
SPORTMOTORCYCLES



**CLIFF'S  
CYCLES**  
Cliff Frazee  
84 Rockwood Road (Route 115)  
Norfolk, MA 02056 (508)528-2936



**LOTUS TOURS**

**FLY • BUY • RIDE**

Ducati Factory Delivery Program



**DUCATI**

**Italy, Austria Tour & Factory Delivery Program  
June 24-July 3 • September 15-25**

1644 N. Sedgwick St. • Chicago, IL 60614

(312)951-0031 • fax: (312)951-7313

e-mail: [lotustours@juno.com](mailto:lotustours@juno.com) • <http://www.lotustours.com>



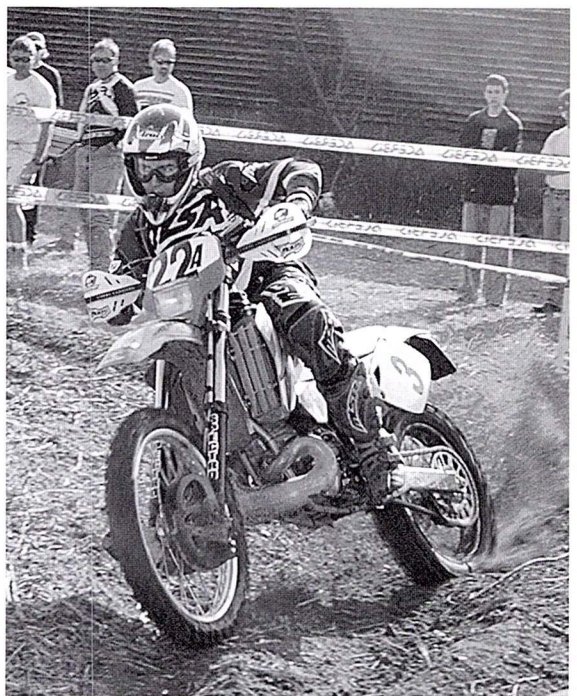


West Virginia native Doug Blackwell is more familiar to the GNCC fans, but this year he's riding some of the national enduros. He finished fourth National AA.

any catastrophes along the way. Rival Hawkins was right behind with nine points down, but obviously steaming out his overflow, and things didn't look good for his machine. West Virginia rider Doug Blackwell, well known on the GNCC circuit, also finished up the section with a nine, as did Hoess and Bennett. Coming into the gas available it was Lafferty, Hoess and Bennett, in that order, with Lafferty holding a slim one-point lead.

The next section was 17 miles of timekeeping, basically, a cruise for the AA and most of the A classes, and a very spirited ride for the B and C riders. Zero was the score to log at both back-to-back checks in the sections, with a single point coming off at the second of the checks, for those who were sleeping. Chief among them was Matt Stavish, last year's #2 rider, as well as Blackwell and Moore.

The next section was the well-known and far from beloved Otis Fudpucker Tree Farm section, a six-mile nightmare of inch-thick pine saplings growing between two and six inches apart, with a handlebar-width serpentine trail hacked out of it. Once you enter Otis-land, there's literally nowhere to go except the check out. Once again, Lafferty was cooking, clocking out four points down; but his competition was also heating up, as Hoess and Bennett also dropped fours in the section. Richard Lafferty scored a five, as did



Richard Lafferty started out strong, but not strong enough to top his brother. Still he came in second in the National AA class.

Jason Dahners, who traveled out from Washington to see what an eastern enduro was like, and was chasing Mike Lafferty on the same minute. Hawkins came out with a six and a cloud of cooking coolant, and decided to pack it in at the gas available following.

eight points, a full point better than everyone else again, and pretty much cementing his place at the front of the pack, barring

**The Mazda Pro-National**  
TRUCK presented by

**9th ANNUAL JUNE 21st**  
**Fathers' Day**

**SAVE \$5.00 ON ADVANCE TICKETS**

**AMA**  
AMATEUR MOTORCYCLE RACING

**YAMAHA**

**McGrath**  
**LaRocco**  
**Albertyn**  
**Dowd**  
**Emig**  
**Henry**  
**Lamson**  
**Lusk**  
**Reynard**  
**Crine**  
**Windham**  
**Carmichael**  
**Hughes**  
**Ward**

**Sunday: 1 p.m.**  
Adults - \$15  
Children - \$5  
(Advance Tickets)  
No Sellouts!

**AMATEUR RACING SCHEDULE**  
**GATES OPEN THURSDAY 4:00 P.M.**  
**Fri.: 8 a.m. Amateur MX (On Pro Track)**  
**Sat.: 8 p.m. Amateur Nite MX**  
**Sat.: 8 a.m. Amateur MX Practice Day**  
**11 a.m. Hare Scrambles**  
**3 p.m. Pro Practice**  
**8 p.m. Amateur Nite MX**

**RADIO 91.7 FM**

**1-301-475-2000**

**www.buddscreek.com**

**YAMAHA PARTS UNLIMITED**

**DUNLOP**

**F&F**

**MOTO**

**PRO-Action**

**SCOTT**

**PEPSI**

**DIRT RIDER**

**DIRT BIKE**

**K&R**

**Budweiser**

**MOTOCROSS**

**Up to four riders can share one ticket. Ticket rental includes lodging, breakfast, and use of motocross track. \$200 PER DAY.**

**No Pets • No Glass Bottles • No Pit Bikes**  
**No Pit Riding • No Campfires • No Scaffolding**  
**No Fireworks • No Passing Under Caution Flag**  
**No Bicycles After Dark • No Bicycles On BMX Track**  
**No Expert Payout On Amateur Day**

**Schedule For Motocross & Nite MX - \$20 Sign Up**  
**Amateur Sign Up**  
Fri. 8 a.m. Amateur MX Practice On Pro Track  
Thur. 5-7 p.m.  
Fri. 6-10 a.m.  
Fri. 6 p.m. Amateur Motocross On Pro Track  
Fri. 8 p.m. Amateur Nite MX Practice  
Fri. 8 p.m. Amateur Nite MX  
Sat. 5-7 p.m.  
Sat. 6-10 a.m.  
Sat. 5-7 p.m. Hare Scrambles Race  
Sat. 1 p.m. Hare Scrambles Race  
Sat. 6 p.m. Amateur Nite MX Practice  
Sat. 8 p.m. Amateur Nite MX

**EARLY ENTRANCE PIT PASSES \$10 PER DAY**

**Saturday 3 p.m. PRO PRACTICE**

**CAMPING \$10 PER NIGHT PER VEHICLE**

**SAVE \$5.00 ON ALL ADVANCE TICKETS**

**FRI., SAT., & SUN. (At Gate) ♦ SAT. & SUN. (At Gate)**  
Adults \$40 • Children \$20 ♦ Adults \$30 • Children \$15 ♦ Adults \$20 • Children \$10

**CHILDREN AGE 6 TO 12, AGE 5 AND UNDER FREE**

For all advance tickets, subtract \$5.00 for each ticket and please indicate which tickets you want! Include a self-addressed stamped envelope, all orders must be post-marked June 1st. (Please do not include \$10 per night camping fee.)

Mail Check or Money Order, Less \$5.00:  
Budds Creek Ticket Sales  
P. O. Box 156, Leonardtown, MD 20650

**HARE SCRAMBLES Saturday, June 20th**



# B & B Sales & Service

## YAMAHA

## KTM

SPORT MOTORCYCLES

Celebrating 25 Years of Service 1972-1997

**"Your Off Road Headquarters"**



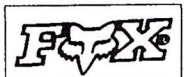
❖ Enduro ❖ Motocross

❖ Cross Country ❖ Trials

❖ Full Line of the finest Parts  
& Accessories in Stock.

❖ Full Shop & Suspension Service

❖ UPS Daily



Rider Incentive Programs for all Levels

Call for Info on C.T.I.<sup>2</sup> braces



## HUSABERG

MOTOR AB · SWEDEN

791 Flory Mill Road  
Lancaster, PA 17601  
(717) 569-5764



ECEA four-stroke rider Bob Bennett would have had another High Point A at Greenbrier, if it wasn't for Jason Dahners. Dahners and Bennett finished one-two in the A Four Stroke class.

The next section would be the final points-taking contest of the day, a 17-mile joyride that was slightly more open, but still much tighter than the 24 mph average begged for. With two checks back-to-back, it was sure to rob some points, and Lafferty kept his loss to a minimum, dropping a pace-setting score of five points at the middle check. Hoess was still hot, though, and also clocked through with a five, although back another forty seconds. They both carried their time into the second half of the section, and though Lafferty clocked out with a 10, Hoess' extra seconds pushed him up to 11, ending any chance to get closer.

One more section remained into the finish, although it had been shortened due to mud, and wasn't a factor in the scoring for the AA riders. When the points were tallied Lafferty had taken the overall with a total of 29 points, while Hoess, representing the local underdogs, came uncomfortably close with a 31. "I certainly didn't think it was going to be as hard as this," said Lafferty afterwards. "This is tight, unlike anything else on the national circuit. The club did a great job of cutting trail, in a lot of the stuff I had no idea where I was. That last 17-mile section was the most fun. I went into it just trying to catch Richard (Lafferty), just for fun. I didn't catch him, but that's okay; I did alright at the finish."

Kevin Bennett finished third with 33 points to his credit, while Rich Lafferty closed up with a 36 for fourth overall. Bill Atkinson, of Pottsville, Pennsylvania, was fifth overall on his KTM, and Jason Dahners drove his Husaberg into sixth and the High Point A trophy with a 42. Stavish was seventh overall with a 46, and finishing out the top ten were Bob Bennett (48), Michael Moore (50), and Doug Blackwell (50).

Craig Gaver, of York Haven, PA, was the top finisher in the B class, dropping 71 points on a KTM 200, and Jason Catlett of Millville, NJ, took the High Point C award with a great score of 40 on his 125 Suzuki. And, we can't close without pointing out the



**PUT IT ON...  
FORGET IT'S THERE...  
NEVER RIDE AGAIN WITHOUT IT...**



**Larry Roeseler**

"I started using the KEV-CO/STUBBS 5100 last year in the Baja 1000 and have used it every race since. The belt provides better support and comfort than anything else I've tried."

For a dealer near you  
**CALL (800) 223-1713**

## THE 5100 A REVOLUTION IN KIDNEY SUPPORT

- Created by specialists with 25 years + experience in manufacturing superior orthopedic support products.
- High quality, medical elastic designed for the ultimate in comfort and support.
- Vented elastic back for increased air flow and maximum compression.
- Unique double-pull tension straps.

**The Choice of Champions!**  
No other belt offers this level  
of comfort and support

### WORN BY ISDE STARS:

- Stephane Peterhansel
- Team Italy
- Kari Tiainen
- Paul Edmondston
- Ty Davis
- Larry Roeseler
- Rodney Smith
- Kevin Hines



## KEV-CO/STUBBS RACING

4518 Vanowen St., Burbank, CA 91505



ride of Kathi Cambell, of Edgewater, Maryland, a long-time ECEA Women's class champ. Kathi finished the "C" course with a score of 48, just eight points shy of tying the High Point!

There's no doubt that the Tri-County club surprised most of the entrants with the severity of the run. The trail was cut with the



Jason Dahnners rode on the same minute as Mike Lafferty, and stayed with him close enough to bag the High Point A trophy.

intention of taking away points, and though there were resets after every section, the club knew it wasn't going to be enough to get the B and C riders back on schedule. "We gave them as much time as we could, without putting the A riders to sleep." Said trail boss Jack Lafferty Sr., about the resets. "After that, it's a national, and everyone's going to have to remember that."

In other words, don't expect to do really well unless you're possessed. The weather—weeks of unrelenting rain prior to the event—also didn't help, softening up the surface and making mud a constant companion. A group of our NETRA friends, riding on minute 96 in the B and C classes, found out all the negatives very plainly. Having 370-plus riders going ahead of you on wet,

soft soil can have alarming effects on the trail, and they found an unrelenting mud rut to follow, with regular holes in it. The course re-used a section of trail from the morning, coming back into the fire house at the finish, and that section had to be re-routed because the trail became impassable. In spite of the quarter-mile long pallet bridge that crossed the real swamp!p!

It was a tough enduro, as promised. However, the club had no lack of entries, with over 100 minutes out on the course. The AA National riders were heard to utter few complaints, and the check placements were spot-on. Plus, it was a beautiful, warm spring day; which ought to count for something, even if you're getting the tar beat out of you! □

# SUMMERS

**SCOTT SUMMERS: 1996 & '97 AMA GNCC CHAMPION**



**PIRELLI**



**MT44**



**MT16**

# PIRELLI

**THE NEW NAME IN VICTORY LANE**

"Pirelli, based on our product testing in the past several years, is absolutely the highest performing, most durable tire for Cross Country competition. Using any other tire ... would be a disadvantage."

**Scott Summers**

410 Eagleview Blvd., Suite 106, Exton, PA 19341 • Phone: 610.458.9662 / Fax: 610.458.9663

**MOREL'S  
CYCLES**

**NEW '98 HUSKYS ARE  
ON THE WAY!  
CALL FOR SPECS & PRICES**

**MOREL'S HAS EVERY PART  
YOU NEED, OR WE CAN GET  
IT FAST!**

**MOREL'S HUSQVARNA**

822 E. WASHINGTON STREET  
NORTH ATTLEBORO  
MASSACHUSETTS 02760  
(508)695-2061

Tue, Wed, Thu, Fri 9—6  
Sat. 9—4  
Closed Sun & Mon



# ATK 605 ATTACK!

The ATK's reason for being, explained

By Charlie Williams

I had been crying to Clipper about not having a bike to ride since I voluntarily returned the '96 250 TM to Great Dave's. Great Dave had promised me a newer bike once the old pink one sold. There was a window of about two weeks where I could not ride, and what made it worse was the El Nino weather was perfect for riding but all I could do was to cry to Paul. Then one day out of the blue, ATK called the magazine and brought up the possibility of a test. Paul would have said something like "Do me a favor, call Chaalee."

Two days later the ATK factory truck pulled up in my driveway and delivered a brand new 605 electric start dual sport bike. This was one of the greatest days in my life. The weather was beautiful, and all my neighbors were outside, I had some buddies over fishing out of the swimming pool. Then it happened, a sparkling clean ATK factory van (said so in big letters) pulled up at my trailer and started unloading new bikes. Traffic stopped in the street, kids hung on their sting ray bikes, dogs were quiet. The only noise was the crackling



and popping coming from the electrical wires overhead.

Rob Weaver was the man in charge. He pulled out an official release form that basically said, "If you get hurt, you cannot sue us, and, nobody else can ride it." I thought my friends were going to cry. Their shoulders and smiles fell like spring rain. "Nobody else can ride it," echoed through the crowd. I slipped inside the shed, came

back out, dressed for dual sport fantasy enduro in my Moose Gore-Tex gear, to a small but totally dazzled crowd.

My friend Jeff was still talking to Rob Weaver as they loaded the extra bikes. Jeff said, "You know what would be cool? Uhhh I mean what if, uhhh how about, man, you know, what I propose is uhhhh, well like what if, howa bout you know, kinda like..."

Rob closed the door on the van, turned to Jeff, clasped his hands at stomach level, leaned forward slightly towards Jeff, smiled and asked, "Yes?" Jeff gathered steam and courage, then blurted out "Uhhh well,

uhhh, do you have any stickers for my kids?"

ATK Rob left and I was quick to follow, doing wheelies, smoking tires, honking the horn and flashing the turn signal, scaring children and exciting the women.

Jeff was still telling my neighbors how close he was to "just about almost" talking Rob into leaving him a bike too. I had hit the dusty trails. "Test ride," you understand.

New Products!

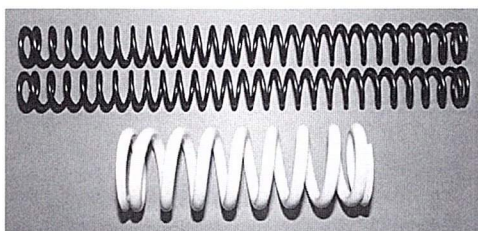


New Products!

**ENDURO ENGINEERING**

517-393-2421

White Power PDS Springs &



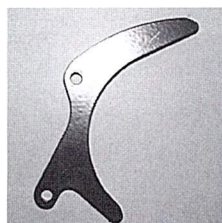
50mm Fork Springs

\$89.95 ea.

Mike Lafferty has his Boingers done here

'98 KTM 125-200 Case Guard \$19.95

Fax 517-393-0632



**KTM**  
SPORTMOTORCYCLES

Sales, Service, Parts  
UPS Daily

**FOR '98, ONE COMPANY UNLEASHES  
NEW ENDURO TECHNOLOGY**



In the world of off-road motorcycles, KTM has always been recognized as the leader in technological innovation, and for 1998, KTM has again raised the mark.  
**INTRODUCING THE '98 KTM E/XC SPORTMOTORCYCLES**  
The completely redesigned 125EXC, 200EXC, 250EXC, 300EXC and 350EXC feature an all new chassis developed specifically around the unbelievable WP 50mm Extreme fork (45mm Magnesium forks featured on 125 & 200 models) and introducing PDS (Progressive Damping System) featuring the WP Smart Shock with a completely progressive rising rate and virtually limitless adjustability.

For All Your Off-Road Needs... We Have It!  
Discounts Available

**1997 Closeouts:**

	WAS:	NOW:
KTM Duke	\$8650	\$7895
KTM 620RXC	\$7195	\$6575
KTM 250SX Demo	\$5718	\$4150

The 1998 Models Are In! Call For Prices & Details... They Won't Last Long!

**ATK**  
WAY TO GO



**1997 Closeouts:**

	WAS:	NOW:
ATK 250LQ, demo	\$5795	\$4499
ATK 250LQ, new	\$SOLD	\$SOLD
ATK 350 Dual Sport, new	\$7295	\$5799
ATK 350 Cross Country, new	\$6895	\$5499
605 Dual Sport, demo	\$7695	\$6700
605 Cross Country, new	\$7295	\$6399

Need to make room for '98s. Limited Supply--Act Fast!

RICHMOND

**Motor Sports**

Route 197, I-95 Exit 26, 1 mile east • Richmond, ME • (207)737-8481

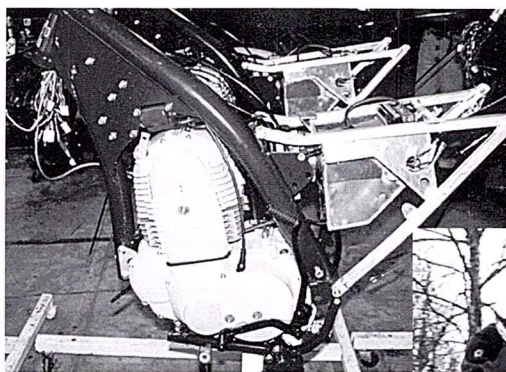
**1-888-RMS-4KTM (207)737-8481**



I wanted to go somewhere cool to test this bike. Initially I wanted to ride the Sheltoewe Trace through Kentucky, but it had just snowed there and it sounds like you totally need a guide to follow the snippets of trail. Besides, Kentucky can be a difficult place to ride, with slick rocks and steep hills. I like this on my race bike, but was apprehensive about wrestling the big 605 in the wilderness by myself.

Eventually my fingers did the walking until I reached six day star Chris Graber from St. Louis. He claimed there was boundless unlimited riding in southern Missouri in the Mark Twain National Forest. I called another Missouri Mooch connection, Tanner England. Now Tanner has not ridden the Six Day, but he is the 1997 Missouri Hare Scrambles champion, and besides he has an extra bedroom that I sometimes call home. Plans were made and I left town before ATK changed their minds and came back to get me.

Tanner and I went to Flat River, Missouri, the first day. It is close to his home and we could loop back by the truck to make adjustments and repairs. My first impressions of the bike were very good. There are many hills in Flat River that are real rocky on one side of the trail and the other side moderately smooth with rocks buried in the clay. Tanner and I would drag race up these hills. He was on a stock 250 YZ, his practice bike from Collinsville Yamaha in Collinsville, Illinois. Anyhow, Tanner would take the smoother line and I would get over in the rocks and boulders and just tractor along. This is where I fell in love with the 605. The bike has totally smooth, inex-



haustible power, and the chassis is one of the best big bore frames I've ever ridden. The big frame rolls straight no matter what you put underneath it, but not at the sacrifice of poor steering because the front end on this bike feels like an XR250. It steers very lightly and very precisely. This is the combination we have been looking for on a big four-stroke. There is a little off camber turn near home with a half a tire wide groove to hold you on the side of the hill, and I can hit it every time on the big ATK. This is how the frame geometry works; let's talk about suspension.

White Power inverted forks are on the front, and they are the best feeling inverted forks I've ever ridden. They are as plush as the 45mm Marzocchi, and stock they are nearly sprung right. I think for play riding the forks work superbly and should need no tinkering. Myself, I like to ride a little hard-

er and may even wind up racing this bike, so I will want to have the forks revalved and resprung. I am excited about having this done because they work so well stock.

The rear end has the single White Power shock without any linkage, similar to the KTM system. This is the only circuit on the entire motorcycle that I feel falls below

standards, but it is easy enough to rectify because the meat of the problem is in the valving of the White Power shock. Besides, nearly every bike bought today needs the suspension custom valved for each rider's preference. To start with, the shock spring is way too soft for someone my weight (200+), so you screw the adjustment way up until there is no sag and

that changes too many important variables. The compression damping knob is easily reached, but too much compression (trying to compensate for the light spring) leaves the rear end kicking up on every bump. Then the rebound damping is way too light, even with the knob cranked all the way it still rebounds too quickly and the shock can even make topping noises. I've talked to Drew Smith and he claims to have all the answers for both the front and rear suspension. I will tell you more about this in our long range test coming up in several hun-



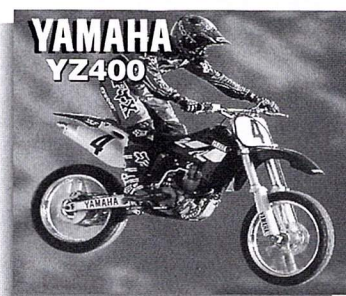
## New England's Off-Road Powerhouse Dealer.



**HONDA**  
CR250



**SUZUKI**  
RMX250



**YAMAHA**  
YZ400



**Kawasaki**  
KDX220



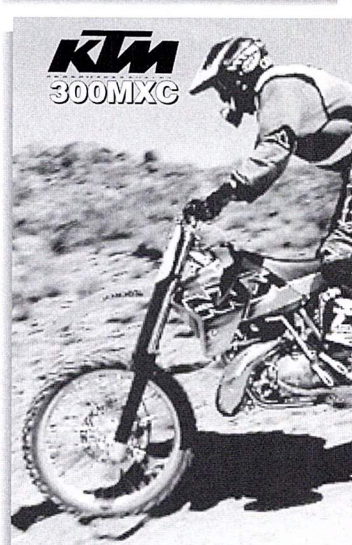
Open 7 Days A Week

**Race Support Programs**  
**Expert • Sales • Parts**  
**and Service**

126 Main Street  
Monroe, CT 06468-1637

**203-459-1299**

Fax 203-452-7930



**KTM**  
300MXC



dred miles.

Even with the suspension acting a little squirmish you can tell the bike turns and runs straight wonderfully. We have a little short track near here, and the bike is so much fun I can't stand it. I just dream about what the flat track version of this bike runs like. The front end will not wash out, and the rear tire is so worn out I can stab the throttle half way through the turn and steer out using the throttle and wheel spin. Granted, this may not be the quickest way around the little track, but this is a play bike made to have fun on. No, really, this is a race bike with turn signals...well, it's got one left.

I guess this is my only other complaint with the bike; I tore the turn signals off. Just like in the old days, when I tear one more

off it will be a full blown racer. The speedometer was the only mechanical failure, it lasted 126.3 miles before the cable looped over the front and yanked the back of the speedometer off. This was no surprise to me since I have watched this very same speedometer set up fail since 1974. Plan on trashing it and replacing it with an A-Loop computer. This is something that should be considered from the factory. See, I'm sure Mr. A-Loop could program a computer special for ATK that did all the normal functions but since this is a "Players" machine, A-Loop could add functions like satellite uplink and get stock reports, incorporate a GPS, give your heart rate and currency exchange rate. Mr. ATK, I'd like you to meet Mr. A-Loop.

Compare the ATK to its competition.

Husaburg, KTM and Husqvarna would be its only serious competition. Looking at this will also get pricing in line, and at around \$7700, the ATK is not out of line. Compare it to any of the Japanese dual sport bikes and it will just make you laugh. KLX650? A Suzuki DRS of any size? DRS means Don't Race Stupid. Honda XRL? No contest. Even compared to a souped-up XR the ATK kicks ass. Remember this is a street legal electric start dual sport bike, and it's cool. First off, it's made in the USA, says so right on the seat, then it sounds like one of the other American made bikes, the rumble not the drip drip drip. It has innovations you won't see in other bikes, like the frame, or lack of frame. If you were to see this bike all taken apart you would be astounded at the simplicity of the frame. The engine is most of the frame. When they build the bikes, and I've seen it done in person, they put the engine on a rolling stand and bolt the rest of the bike to it. Hopefully Clipper has some photos of the frame. And the parts they bolt to the engine are all first rate, Talon hubs with Excel rims, billet triple clamps, Pro Taper bars, O-ring chain, Talon sprockets, Brembo brakes. It's a lot like the TM I just tested, all first class stuff, a lot of it interchangeable with other brands of bikes. There are a lot more ATK dealers than TM dealers (now that's not saying much) but I haven't needed any parts, yet.

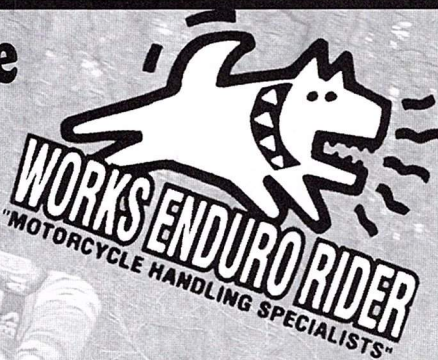
I think it's funny that the first two bikes I get to write tests on, (TM 250 & ATK605) just happen to be some of the coolest hand-built machinery available today. None of that wrestling a blonde man in a diaper over who gets to test the Suzuki again. No, I've become the underdog of exotic. Manufacturers get tired of having their product torn down just because it won't super bump or their advertising budget is small. Trail Rider may not get as many bikes to test, but we do try to spend some time on each machine doing what it was intended for. Subsequently, Husqvarna promised me a ride for the New Jersey National Enduro, TM offered to cover me at the Tecate enduro or one of the western Qualifiers, Praga promised to ship one of their racers when they became available. Next will be Kevin Hines begging me to ride one of his E-line masterpieces (Yea right).

Just one more thing on the ATK. I totally give it the Mooch nod of approval. First off, it does a very good job at what it is designed to do. But the coolest part about ATK is last year, when I got to visit the ATK factory in Utah. Cord, Phil and I went out for a test ride. We could sit up on the hill, look down in the valley, and see the tiny building where the work actually gets done. It was an incredible feeling to know that these bikes are built from scratch right here, and these two guys I'm hanging out with actually design and build motorcycles. I tried to explain to them what they already knew, but they just sat there and smiled, while I realized how lucky we are to have an American made dirt bike.

Yes, for the true gentlemen of our sport, the ATK will look good leaning up against the garage wall next to your TM woods bike, your Ducati Monster, your BMW K-bike, your private slot machine, and all the other trappings decorating your garage/jewelry box. So for now, may it be champagne kisses and caviar wishes from Robin Mooch, Trail Rider test pilot extraordinaire. □

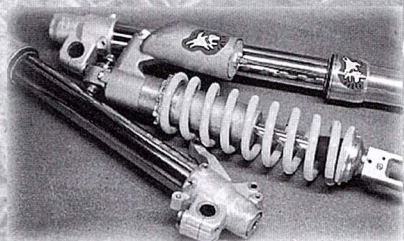
## Suspension Service by Drew Smith

ECEA Grand Champion  
Fred Hoess



**Get the best  
suspension  
performance  
possible!**

With over 25  
years of off-road  
suspension tuning  
experience, Drew  
Smith is the best  
choice for your  
next fork and  
shock revalve



**\$135  
MOST FORKS  
AND SHOCKS**

The best suspension performance at the most reasonable price. Used by Fred Hoess, Chris Smith, Barry Hawk, Mark Spence, Rich Lafferty and Kevin Bennett.  
*Fast turnaround and personalized service!*

**Same Day Shipping! • (908)637-6385**

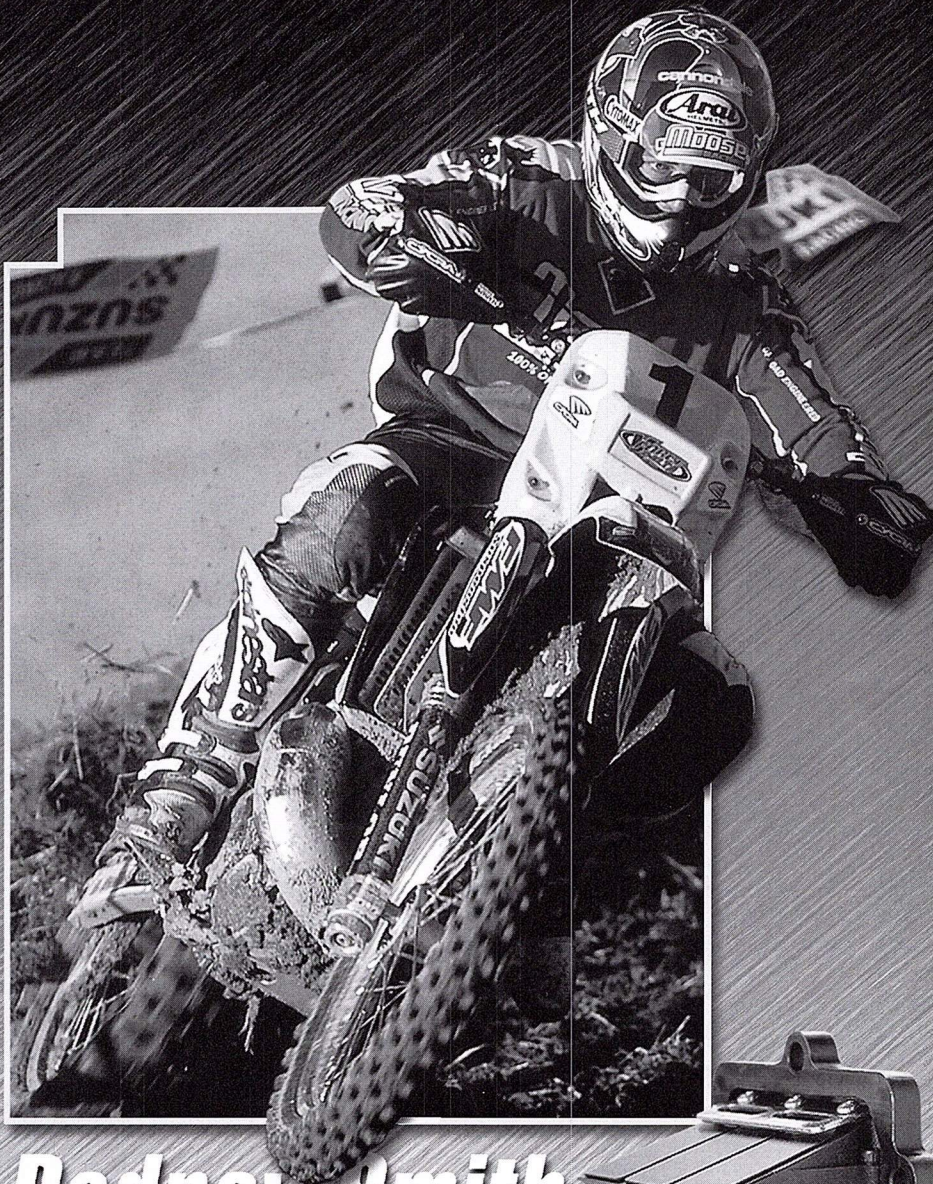


**W.E.R. • Box 279A Jenny Jump Ave., • Great Meadows, NJ 07838**





***V-Force  
Reed  
Valves  
...When  
Performance  
and  
Reliability  
are  
Everything***



***Rodney Smith***

***1997 National Hare Scramble Champion***



Have Your Dealer Contact

**PARTS  
UNLIMITED®**

Contact Your Local Dealer or Moto Tassinari at:  
Tel: 603.298.6646 / FAX: 603.298.6656



# STUMPJUMPER ENDURO

Hoess tops the field at a tough MCI event

By Mark Uth, photos by Paul Clipper

Warren Grove, NJ 4/5

**R**eigning ECEA Enduro Champ Fred Hoess got back to '97 form, winning his first enduro overall of this young 1998 season. After placing second in both the season opener Sandy Lane and subsequent Greenbrier National, Hoess took top honors at the Stumpjumper with a 19 point card, besting runner-up Rich Lafferty's 22 score and Jack Lafferty's 23 by a substantial margin. Freddy won the race in the grueling afternoon sections, which comprised three lengthy special tests with virtually no rest in between. Hoess flung his RM125 around with abandon, taking advantage of its inherent agility in sections so tight that they could hardly be walked, let alone ridden. Hoess's sponsor, Bromley Suzuki, was also a big winner on the day, claiming sponsorship of both Hoess (Suzuki RM125) and second overall Rich Lafferty (KTM250). Cards showing 28 down filled the fourth and fifth overall slots. AA class rider Bill Atkinson (KTM) claimed fourth overall, while XR400 pilot Bob Bennett rounded out the top five, earning the High Point A trophy to boot.

Run from the firehouse in Warren Grove,



Fred Hoess wasn't about to back off at this one, and his charging netted him his first overall win of the season.

water in the woods, which often made for rough going on later rows.

Riders departed the start line and headed south on county 539 for a three mile dose of cool blacktop. A right hand turn set off west into the bombing range with the day's first test commencing at a check-in less than a mile off the pavement. A fast seven mile section ensued at a 20 MPH speed average that was soon bumped to 24 MPH. Trail alternated between dwarf forest tight and fast woods road and plow line connectors, the most notable being a romp through charred forest over well-used trail.

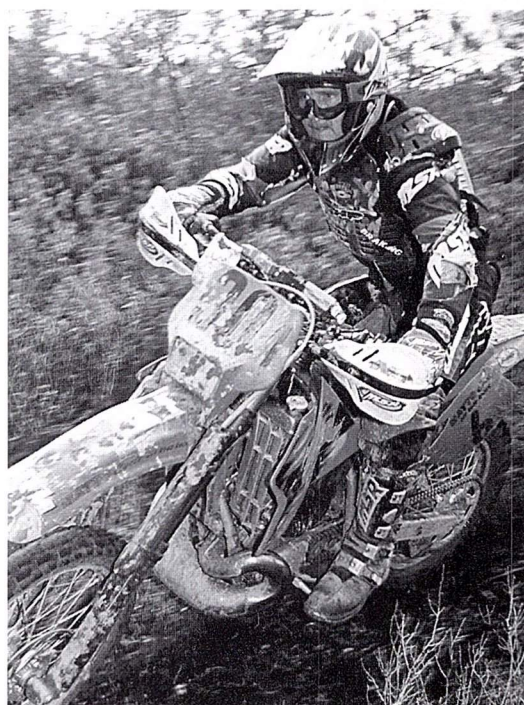
At the emergency check-out, Hoess and Rich Lafferty got an early jump at two points down, Hoess getting the edge in seconds 107 to 123. A handful of threes followed, posted by Jack Lafferty, Craig Shenigo, Bob Solomon, John Robbins, Craig Cossaboon, Frank Vanaman and Eric Koeller. After a short reset it was back to the races with more bombing range tough. Run



Jack Lafferty Jr. continues to prove that a big four-stroke doesn't need to be a handicap, finishing second AA and third overall.

New Jersey, sponsoring club MCI had their second go at a springtime enduro. Cooler than seasonal temps prevailed on this first Sunday in April, as the weather proved brisk, if not cool, under partly sunny skies with temperatures mostly in the 40s. It might have warmed up to 50 during the day although a stiff breeze kept most chilled except when on the gas.

MCI planned a single loop course on the day divided by a remote gas available midway through the course. The 43 mile morning loop spent most of its time on BLM lands that make up the Warren Grove bombing range, an area that includes the dwarf forest of the south plains and traditional pine timberland stick farms. After the break, the course would venture into the ignorant tight of Coyle Field for some 35 miles of trail that included several lengthy special tests. All day long there was plenty of standing



The only other rider with a score in the 20's this Sunday was Bill Atkinson from Matto Cycle, who finished third AA.



sans check-in, soon riders found themselves falling off the pace, and after the obligatory three miles came a secret check. Here, our early front runners Hoess and Lafferty, the balance of the AA class as well as a handful of A class riders, posted section best one point scores.

Another short reset was followed by sand road connectors, during which a scant one minute reset was provided at mile 28.5, an optional gas available in deference to riders aboard MX bikes. Anyone who dallied here, however, got caught; as the check-in to the morning's final test was just a little ways down the trail. Many riders ended up checking in late as a result, proving a harbinger for more reset problems to follow throughout the day. The longest point taker of the morning weighed in at twelve-plus miles, and was run at 24 MPH. At the check-out, Hoess and Rich Lafferty again squared off, each coming in seven points down. Jack Lafferty and Vet class rider John Walter trailed with eights, while nine down was the benchmark for faster A class riders. From here, a short ride on sand road connectors brought riders out to Harrisonville Lake and from there blacktop was used to arrive at the midday break and gas available located at the junction of county 563 and the Oswego Lake access road.

At this juncture Hoess and Rich Lafferty were locked in a dead heat at ten points down, going score for score with each other at each morning check. Hoess was, however, holding a scant edge in emergency points. Jack Lafferty Jr. was a couple points down at 12 with Shenigo and Vanaman a tick further back at 13. Long shot hopefuls included the 14 point cards held by

Bennett, Atkinson, Cossaboon, Walter, Dan Sharpless, Mark Uth and John Rogers.

The afternoon session started out with eight miles of brisk connectors leading north and east into the infamous Coyle Field. At mile 62.5 there was a left turn off a sand road into the woods and a not-so-surprising check-in. Soon thereafter (mile 62.8 to be exact), trouble struck, as improper course marking led to confusion and problems that were to cast a shadow over the entire afternoon ride. It seems that rookie course workers erroneously posted Ws at the intersection of two trails. While the course was intended to go straight (as listed on the route sheet) the right hand trail option, having been run in the Sandy Lane enduro three weeks prior, was the much more traveled option. Unfortunately there were Ws posted at both. As it turned out, riders who properly followed the trail were granted an extra 2-3 mile loop of tight trail, while those who inadvertently went right got themselves well ahead of the game. At the check-out some eight tough miles later, scores varied wildly, necessitating the eventual disqualification of that check (#8). Compounding the problem however, the subsequent 17 minute reset and optional gas available provided was again insufficient to get riders back on time. Even faster A riders (who rode the entire previous section) arrived



Jason Catlett was the C200 class winner for the day. We predict you'll see him in the B class before much longer.

# Don't Just Take Our Word For It...

## Ask The Guys Who Win With It Every Weekend

What makes the  
Scotts Steering Damper  
the very best?



- It's the only Damper with three fully adjustable circuits.
- The adjustable damping control allows you to adjust the stabilizer while you are riding your motorcycle.
- Adjustable "Sweep Controls" let you dial in the degrees of damping you want from the center line.
- A "High Speed Circuit" designed to absorb the shock from tree roots and those invisible square edged rocks.
- Infinitely adjustable - Works for every type of Off-road application, including Motocross.

Compare these features to any other damper and you'll find they just don't have them... Why settle for less?

"To compete with  
the best, you need  
the best equipment.

Scotts Steering  
Stabilizer is the  
finest working  
damper on the  
market and has  
the most features.  
The others don't  
even come close."



**Scott Plessinger**  
Grand National Cross  
Country Champion

Background Photo is of Larry Roeseler.  
Scotts Damper is also the official  
Steering Stabilizer of Team Green.



**SCOTTS**  
Performance Products

2625 HONOLULU AVENUE • MONTROSE, CALIFORNIA 91020

For More Information Call

**818-248-BIKE**





Kevin Kuenzner climbs over a "found obstacle," some discarded logs that the club put to good use. Kuenzner finished third A Senior.

late and carried those points throughout the rest of the day. On the other hand, those who inadvertently cut the course in the previous section were rewarded with an extra eight to ten minutes at the reset, providing sufficient break to leisurely refuel and get back on time. More on this later.

After the gas available, a mile or so of rough two track connectors brought riders to the check-in to the next section. Using stitched-together sections of classic Coyle Field, the club did an awesome job of trail work, with several new tough tight sections. All told, another ten miles of special test was chalked up, no doubt the most ignorant sections of the day.

It was in this section that the race was won. Hoess posted nine here to Jack and Richard Lafferty's ten for his first edge. Trailing with elevens were Atkinson and Sharpless. Any advantage gained here was further leveraged, as the ensuing reset (eight-plus minutes) didn't get a single soul back on time, making it a race to reach the known control on time. Hoess was the only rider to accomplish this feat, posting the only zero, Jack trailing with one and Richard at two down. With that, Hoess had his first overall win of the year, dropping 19 points en route to a three point margin of victory.

Before results could be finalized, club referee Dave Jobes had to dispense with the afternoon course problems. No one disputed the course marking errors in the afternoon's first special test, and the check-out to that section, check #8, was quickly disqualified. Many riders also noted that they carried late points throughout the afternoon as a result of the problem, especially B and C class riders who entered the afternoon



In the whoop sections, all you can do is hold on and pin it. Joseph Palecki heads for a fourth in B 250.

mid-loop gas available well after their allotted 17 minutes were up. However, it seems the majority of riders rode the shortened section. Faced with the prospect of tossing all afternoon tests or giving those riders who cut the course a subtle advantage, Jobes admittedly choose "the lesser of two evils." There was no middle ground, but hey, that's racing.

Once finalized, Richard and Jack Lafferty Jr. rounded out the podium positions, filling

## George Quay's pro-action<sup>SM</sup> SUSPENSION

Eibach  
SPRINGS

QR  
RACING

MAZDA  
RACING LUBRICANTS

After 20 years of R&D,  
George Quay's  
Pro-Action Suspension  
has come back to  
New England!

Get the jump on the competition.  
Call the "Boys with the Toys" at

# BROCKTON CYCLE CENTER

2020 Main Street, Brockton, MA 02401

Rider Support  
Available

508-584-1451

1-800-649-1248

NESC, NEMA  
& NETRA

## TOWN & COUNTRY CYCLE CENTER

KTM  
MOTORCYCLES

CRE

ATK  
AMERICA

HUSABERG  
AMERICA INC.

H

Husqvarna GAS GAS

Kawasaki

## NORTH JERSEY'S #1 OFF-ROAD SHOP

#1 EASTERN REGION  
KTM DEALER  
ALL '98S IN STOCK NOW!

100 MAIN STREET  
SUSSEX, NJ 07461

973-875-2111

FAX 973-875-8968

UPS • VISA • M/C • AMEX • DISCOVER





John Robbins ducks under a low branch in a new, tight section. Robbins was third A250 for the day.

second and third overall seeds with 22 and 23 point cards, respectively. Bill Atkinson dropped 28 for the fourth overall position, while Bob Bennett carded 28 en route to fifth overall and the High Point A prize. Runner-ups to the HPA were KTM-mounted Frank Vanaman (30/183), Mike McHale

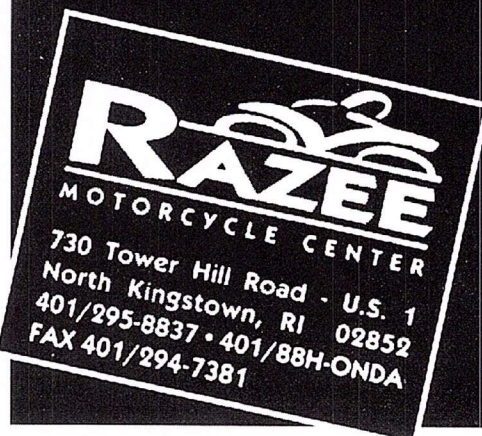
# CELEBRATING

## 50 YEARS

### 1947

### 1997

That means we're as old as dirt,  
and know a lot about it!  
Call us for all of your off-road needs



Ask about our NETRA contingency program!

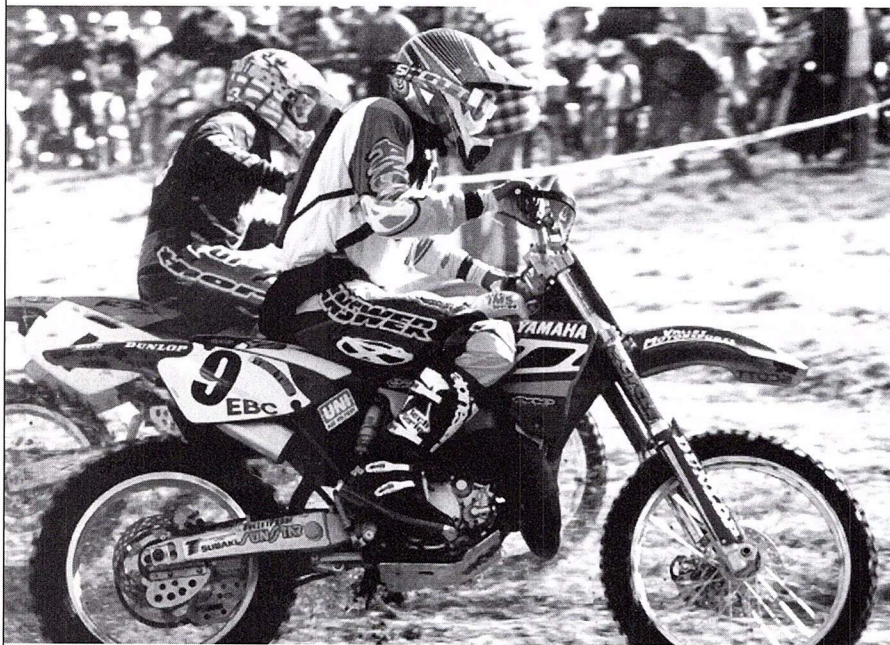


UPS SHIPPING EVERYWHERE

# CCYCLE

## suspension service

**WELCOMES TOMMY NORTON TO  
OUR 1998 RACE TEAM!**



**HE'S BACK!**  
1997 and 1996 NETRA ENDURO  
GRAND CHAMPION  
JASON CAYER.

*Great job, Jason!*

**KTM/WHITE  
POWER PDS:**

We have the  
fix for the  
mid-stroke spike!  
Ultra plush shock  
revolving.



# 800-867-6721

12 Davidson Road, Colchester, CT 06415 Check out our new web site at [www.ccycle.com](http://www.ccycle.com)



<b>Stumpjumper Enduro Grand Champion</b>			5. K. Long HUSAB 63	2. J. Shoukousky KAW 54	3. B. Carden HON 83
F. Hoess SUZ 19			<b>A Open</b>	3. M. Tavani YAM 55	4. R. Harrell YAM 126
<b>High Point A</b>			1. F. Vanaman KTM 30	4. J. Palecki YAM 64	5. M. Glynn KAW 136
B. Bennett HON 28			2. K. Mahon HON 49	5. R. Trout YAM 65	
<b>High Point B</b>			3. R. Stapleford KTM 67	<b>B Four Stroke</b>	
D. Polek KAW 45			<b>A Senior</b>	1. S. Tellone HON 58	1. T. Wilson HON 66
<b>High Point C</b>			1. C. Tenney KTM 37	2. C. Sullivan HON 64	2. J. Potts HON 131
J. Ringler YAM 56			2. D. Barlow YAM 42	3. R. Comber YAM 65	3. S. Smith KAW 140
<b>AA</b>			3. K. Kuenzner KAW 43	4. D. Oliver HON 98	4. C. Brown KAE 142
1. R. Lafferty KTM 22			4. B. Atherholt SUZ 45	5. M. Ferguson HON 102	5. S. Koeller SUZ 154
2. J. Lafferty HBG 23			5. C. Nolan HON 50	<b>B Open</b>	
3. B. Atkinson KTM 28			<b>A Super Senior</b>	1. R. White KTM 66	1. M. Fischer HON 125
4. C. Shenigo YAM 30			1. J. Lafferty Sr. KTM 50	2. T. Blasskyk KTM 66	2. M. Schleeweis YAM 128
<b>A125</b>			2. Scott Wolf. YAM 53	3. J. McCullough KAW 88	3. D. Thorsen SUZ 182
1. P. Emmons YAM 46			3. P. Parlett HON 58	4. D. Vavalla HON 96	4. R. Bird HON CK10
2. V. Chalow YAM 64			4. G. Clickner KAW 79	5. E. Haroe KTM 101	5. G. Skyta KAW CK 5
3. J. Roeske KAW 65			5. D. Verdetto KTM 96	<b>B Senior</b>	
4. D. Spencer ??? 70			<b>A Veteran</b>	1. J. Lewis HON 56	1. J. Grief KTM 67
5. E. McGall YAM 70			1. J. Walter SUZ 32	2. N. Franckle KTM 70	2. S. Saubier KTM 125
<b>A200</b>			2. E. Koeller TM 33	3. D. Compton KTM 80	3. M. Barnhardt ATK 196
1. T. Coopersmith KTM 36			3. M. Beeler YAM 33	4. B. Punk KAW 81	4. P. Levin KTM CK 9
2. T. Quinn KAW 54			4. D. Maco SUZ 33	5. R. Hiesler HUSQ 83	5. M. Ofsako KTM CK 9
3. R. Kirkpatrick KTM 55			5. J. Rogers KTM 35	<b>B Super Senior</b>	
4. J. McCommon KTM 56			<b>B125</b>	1. L. Newman KAW 98	1. J. Barker KAW 75
5. J. Tavani ??? 62			1. G. Kitts TM 50	2. J. Lurtsema KTM 105	2. T. Fenton HON 93
<b>A250</b>			2. R. DeCaro YAM 55	3. R. Eder KTM 124	3. M. Mangini SUZ 116
1. D. Sharpless ??? 30			3. D. Stoppi Jr. YAM 62	4. C. Morris KTM CK10	4. J. Helyer SUZ 135
2. B. Solomon KTM 32			4. M. DePalma SUZ 62	5. T. Stibitz KAW CK10	5. P. Dengler YAM 145
3. J. Robbins KAW 35			5. S. Brown SUZ 71	<b>B Veteran</b>	
4. S. Gribbe KAW 35			<b>B200</b>	1. S. Bromley KTM 48	1. J. Gallie YAM 145
5. E. Hamilton KAW 39			1. C. Gaver KTM 52	2. M. Perry YAM 48	2. S. Croceverra ??? 184
<b>A Four Stroke</b>			2. J. Castaldi KAW 64	3. A. Sutton KAW 62	3. E. Baker HON CK 5
1. M. McHale YAM 30			3. G. Jensen KAW 64	4. F. Giordano SUZ 74	<b>Women</b>
2. C. Cossaboon YAM 32			4. J. Schwab KAW 67	5. M. Muckelsen KAW 86	1. K. Cambell KAW 93
3. L. Smith HON 41			5. K. Plummer KAW 71	<b>C200</b>	2. J. Eyrich YAM CK 7
4. J. Wallace HON 48			<b>B250</b>	1. J. Catlett SUZ 61	3. M. Compton KAW CK 5
			1. M. Sharp SUZ 50	2. M. Hughes KAW 83	

(30/211), aboard a shiny new Yamaha four stroke, and recently promoted Dan Sharpless (30/256).

High Point B honors were earned by KDX pilot Dan Polek, who dropped 45 for a significant five point margin of victory. Back

with 50 scores, HPB runner-ups were a TM mounted Gregg Kitts and Suzuki pilot Mike Sharp. In novice class action, J. Ringler posted a respectable 56 and was awarded the High Point C trophy. J. Catlett scored 61 for runner-up status. Kathi Cambell carded

a 93 to win the Women's class while Joe Galie took home Masters class honors at 145 points down.

As a result of the afternoon's course and reset problems, club referee Dave Jobes no doubt had a rough evening. It was admitted that the obvious course marking snafu was not fairly rectified for all, making Jobes comment on the "lesser of two evils" ring all-too-true. Realistically speaking, however, there was no way that the club was going to toss the entire afternoon ride, fair or unfair. And, since a significant (majority?) of riders inadvertently followed the shorter, improper trail in the afternoon's first test, who's to complain? There's no middle ground nor do the rules allow any tinkering with scores. Either toss it or lump it. So, plenty got lumped. However, had more careful consideration been given to reset lengths, then the problem could have been localized to that single section.

In MCI's defense, young and inexperienced club members did much of the course work and arrowing, heavily contributing to the days problems. This should surely improve in years to come. On the positive side, there was plenty of challenging new trail during the ride, which was unfortunately offset the by considerable rerunning of trail used in the Sandy Lane Enduro (run only three weeks prior), and a not-so-healthy dose of whooped out MCI trail. It was far from a perfect run, but for that matter, few races ever come off without a hitch. If nothing else, it shows promise of better things to come, and in these days of shrinking land access, that's a lot to be thankful for. □



**NEVADA MOTORCYCLE ADVENTURES**

"Does a great job of taking you way out into the outback of Nevada."


"A good bargain if you shop around for tours."

"A guaranteed good time!"

(Paul Clipper, Trail Rider Magazine, Spring Tour 7/96)

**CALL NOW!**  
**(702)359-4380**






**YAMAHA**


**Kawasaki**

**Husqvarna**





**TECH TUBES**


**Spring Specials!**

'96 Husaberg FE501 Elect. \$5999

'96 Husaberg FE350 \$4999

'97 KTM 250SX \$4999

'96 KTM Duke \$6999

'97 KTM 620SX \$5799

'97 Husaberg FE400 \$6999

**'98 Husqvarnas In Stock Now!**

**VALLEY MOTORSPORTS**

Phone (413)584-7303

Jerry Randall Owner

216 N. King St., Rt. 5 Northampton, MA

Just off exit 21 of Interstate 91 in Massachusetts



# Crossforks Enduro

Presented by the

## BRANDYWINE ENDURO riders



Keytime 8:00 AM

**JULY 26, 1998**

ECEA & DISTRICT 4 CHAMPIONSHIP POINTS



**Entry:** **PRE-ENTRY \$ 30** **POST-ENTRY \$ 35**

Make checks payable to: **Brandywine Enduro Riders**

Mail application with payment in full to : **BER, 821 Derby Drive, West Chester, PA 19380**

**Drawing Date:** Starting positions will be determined by drawing to be held on **July 16, 1998**. Any entry stapled to a C class entry will be drawn with the C class. Entrants will receive confirmation of starting position by mail.

**Requirements:** All riders must have a valid motorcycle operators license, AMA and ECEA or equivalent District 4 card. Riders under the age of 18 must have parent/legal guardian present during the event and parent/legal guardian's notarized signature on Minor Release Form. Minor Release Form available on request. All bikes must have headlight, tail light, muffler w/spark arrestor, and license plate. Current AMA card required to ride. AMA applications and ECEA test (ECEA test free of charge) will be available at Sign-Up Saturday from 5:00 to 9:00 PM, and from 6:00 AM on Sunday.

**Location:** Crossforks Fire Company, Crossforks, PA. Plenty of primitive camping at the Fire Company.

**Lodging:** Crossforks Motel (717)923-0520 Kettle Creek Lodge (814)435-1019  
Troyers Wagon Wheel Cabins (717)667-9154 Quiet Oaks Campground (717)923-2386

**Food:** Fire Company will provide food Saturday night, and all day Sunday.

**Course:** Approximately 80 miles.

**Info:** rosenberry@chesco.com, Steve Fox (610)286-5283 after 5pm, Bob Stuart (610)582-2357.

Trophies will be awarded in all ECEA classes.

DO NOT START MOTORCYCLES BEFORE 7:00 AM Sunday Morning!!

NO PIT RACING and NO RIDING ON THE ROAD ALONG SIDE THE CAMPING AREA!! NO MINI BIKES or ATV's ALLOWED

Violation will result in rider disqualification!

### THIS IS A RELEASE AND INDEMNITY AGREEMENT -- READ IT BEFORE SIGNING

I hereby give up all of my right to sue or make claim whatsoever against the American Motorcyclist Association and its district organizations, the East Coast Enduro Association, the promoters, the Brandywine Enduro Riders, sponsors and all other persons, participants or organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am upon the event premises. I know the risks of danger to myself and my property while participating in the event and while upon the event premises and, relying upon my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organization connected with this even for damages incurred as a result of my negligence.

Signature of Participant \_\_\_\_\_ Date \_\_\_\_\_  
Name \_\_\_\_\_ Age \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone (\_\_\_\_) \_\_\_\_\_ AMA# \_\_\_\_\_ Exp: \_\_\_\_\_  
AMA Club \_\_\_\_\_ ECEA# \_\_\_\_\_  
BIKE MAKE \_\_\_\_\_ DISPLACEMENT \_\_\_\_\_

For medical emergency, contact \_\_\_\_\_ at (\_\_\_\_) \_\_\_\_\_

RIDER CLASS (Check one):AA ☐

A ☐

B ☐

C ☐

☐ Light (125) (A,B)

☐ Vet (30+)

☐ Four Stroke

☐ Medium-light (200)

☐ Senior (40+) (A,B)

☐ Womens

☐ Medium (250)

☐ Super Senior (50+) (A,B)

☐ Heavy (251+)

☐ Masters (60+)



# HUSABERG REDUX

After a year in the saddle....

By Paul Clipper

**T**here is something inherently obscene about writing a hop-up article about an \$8300 bike. The Husaberg, no matter what model you're talking about, is without a doubt the most expensive off-road motorcycle you can buy, at least in a practical sense. Yeah, you can find something strange, like maybe a one-off aluminum framed XR400 that costs a gazillion dollars, but as far as high bucks right off the showroom floor, the H-berg takes the prize.

The nature of hopping things up depends on the outlay of cash, though, and the obscene part comes from thinking you would need to do such a thing to a bike you already emptied your bank account just to buy. Well, we're happy to report that after some basic mods, the Husaberg reaches a point of satisfaction, whereupon the spending of more money is simply vanity on your part. Lots of the bikes we do follow-ups on really do demand more work in order to be really competitive, or



much faster, or more reliable. Well, our experience with this 400 Elduro from last year proves that you needn't spend a second fortune making it more competitive,

or even keeping it running.

First, the background. The bike in question is a 1996 Husaberg 400cc "Elduro" electric-start. It came from the factory with a full wiring harness, allowing us to easily install turn signals and a signal flasher, and thus it could do double duty as a race bike or as the full-on dual sport bike from hell. From what we understand, they don't come with the full wiring harness any more, which is a shame, but not an insurmountable problem if you want to fully electrify the bike. We tested the bike in the November '96 issue of TR, after riding the bike for about four months.

Shortly after we started testing the bike we sent the suspension components out to be revalved. The forks and shock—a set of WP upside-down forks, and an Ohlins shock—were set up to be more suitable for motocross in stock form, and for our lust for rock riding the bike was basically terrible. This was the only modification we would recommend a new Husaberg owner take advantage of, and justified the expense by declaring that anyone who already spent that kind of money on a

**WE HAVE ALL YOUR ACCESSORIES  
AT GREAT PRICES!**



**P O W E R S P O R T S**

Parts & Accessories for Motorcycles, ATVs and Jet Skis

**ACE**

**thor**

**MSR**

**FOX**

**Wpse**

**WE'VE GOT ALL THE BRANDS COVERED!**

**609-719-1448**

**OR FAX US AT 609-719-1451**

**LOCATED IN CHERRY PLAZA AT THE BERLIN CIRCLE  
115 ROUTE 73 NORTH, BERLIN NJ 08091**

**OPERATED BY  
GARY NOBLE**

**"A Rider Who Knows What Riders Want"**

**BROMLEY'S SUZUKI-KTM  
TREVOSE, PA**



**ECEA, DIST. 6 OFF-ROAD  
PROUD SPONSOR FRED HOESS ECEA #1  
AND RICHARD LAFFERTY #3**

**SPECIAL RACE PROGRAMS AVAILABLE**

**1997 BLOW-OUT PRICING  
WHILE SUPPLIES LAST!!**

**KTM 250EXC REG. \$5798 NOW \$5139**

**SUZUKI RMX250 REG. \$5399 NOW \$3998**

**SUZUKI RM125 REG. \$4799 NOW \$3889**

**TEAM SUZUKI #1 OFF-ROAD DEALER**

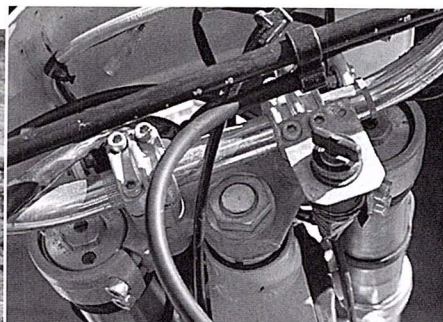
**BROMLEY'S, YOUR OFF-ROAD SUPER STORE  
UPS PARTS AND ACCESSORIES AVAILABLE**

**PHONE: (215)357-1534**

**FAX: (215)357-8612**







*Dropping the forks in the clamps helped tune the front end tracking.*

bike like this deserved to have a perfect suspension, even if it did mean extra cost (and we believe that about every bike. If you don't pony up the bucks to have your modern suspension components work perfectly for you, you're cheating yourself.). We used Enduro Experts for the original suspension tuning, and they did an uncanny job of creating the most compliant rock suspension we've ever ridden. Aside from the suspension tuning, we just rode the bike—no more modifications.

The Husaberg stayed around for a couple more months after the test, doing dual sport duty, mostly. Then it went back to KTM. It languished there in the warehouse for six or eight months, and when another bike was sold off here, an offer to buy the Elduro was made, accepted, and we eventually took delivery of the bike a second time. It basically had sat lonely, and though the tires we had on it had been

replaced with something funky, it was basically the same.

To spruce it up we sent the shock out for an oil change, and changed the fork oil ourselves, replacing whatever was in there with Spectro 125/150 cartridge fork fluid. The tires were replaced with a set of Dunlop rock tires, and the timekeeping equipment was bolted on while the dual sport gear was relegated to a closet. Now would begin a serious test of the bike's capabilities and reliability: the remaining six NETRA enduros on the schedule.

Without going into race by race details, suffice it to say the bike carried this writer to a third place finish in the class for the year. Along the way we wore out tires, brake pads, and chains and sprockets at a normal rate, and nothing else ever went wrong. One time the bike was dropped and the shifter snapped off, cracking a hole in the clutch cover, which was later welded up and none the worse for wear.

Maintenance wise, the oil was changed after every race, and in the beginning of the season the valve clearances were set. Occasionally we plugged in a new spark plug. Also, in the beginning of the season the swingarm pivot and suspension linkages were inspected and thoroughly greased.

Nothing ever failed on the bike, although we did have a couple of related problems. Since the original battery was a big wet cell with an overflow that managed to leak acid all over the bike, we replaced it with a Yuasa sealed battery that turned out to have a much lower capacity than the stocker. The trouble with this is that the mismatched battery only had enough amperage to crank the starter for thirty seconds or so. It didn't have enough power to crank and feed the ignition at the same time, so consequently the bike became hard to button-start unless it was totally hot and the battery was happily charged (like during a race; then it was a one-finger starter).

The other trouble the bike has is related to the starting, in that the choke circuit on the carb is jetted way too rich. It has a #50 starter jet, when what it really needs is a #45 or even a #40. Now, this particular Dell'Orto carb on the Husaberg is different even than the Dell'Orto on the KTM R/XC models, so you can't even swap the starter jet for one from an R/XC, and for some odd reason a smaller starter jet is impossible to find in this country. So it's too rich—way too rich—and what this means is if you use the choke on a cold morning and it doesn't start on the first kick—and you have to kick it because the replacement



*Mike Lafferty*



973-686-0012

130 Ryerson Avenue • Wayne NJ 07470

**\$79.95 Fronts**  
**\$99.95 Rears**



*Matt Stavish*



*Tom Norton*

**NEW RUBBER COMPOUND!**

Tougher, Lighter, Longer Lasting

**NEW BAJA BLEND!**

For Dual Sport and Long Distance Riding  
Approx. 20 psi, fronts only

**LONGEST LASTING NO-FLAT INSURANCE!**

Tech Mounting Rings \$49.95

Make Mounting Simple!

Phone (973)686-0012 • Fax (973)686-0014

**Never Go Flat Again!**



*Kevin Hines*

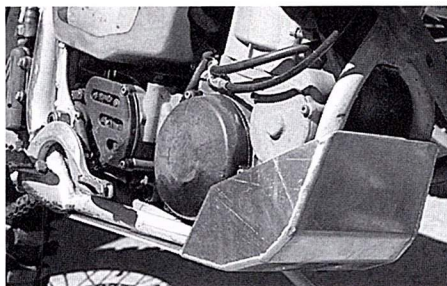


battery is too weak, remember—on the second kick you thoroughly flood the engine, and then it becomes a real bear to start. The folks out in California say "Then just don't use the choke!" but they've never suffered through a damp, cold New England fall.

This produced a few race-morning starting headaches that we really could have lived without, wherein the H-berg proved itself to be just as finicky as any other four-stroke. We somewhat solved the problem of cold morning starting by using this drill: flick the choke up, find top dead center, give the bike one serious kick. If it doesn't start, flip the choke down, find TDC again, pray to the intake gods and give it a kick like you really mean it. Usually, it'll fire right up. If it doesn't we'll find TDC and kick again, but never under any circumstances will we turn the choke on again.

If we were machinists, with lots of sophisticated hole-drilling equipment around, we'd solder-up the hole in the jet and re-drill the hole with some sort of smaller bit. But we're not; we're bozos. With a new, bigger battery the electric starter would once again function properly when cold, and at some future date we'll probably figure out the right battery to use. In the mean time we'll avoid the choke, and when all is right the H-berg is usually a one-kick starter. Hot, it will start in one kick or button start, whatever you want.

The other quirk we uncovered was an odd handling anomaly. The front end bikes like a mad dog in the woods, but we found that going down hills scared the bejeezus out of us. This is usually a sign that the



*We're using a skid plate from Biddeford Outdoor Power that is tough as iron.*

front end is too low, in relation to the rear, and the did always feel a little bit like a stink-bug in that respect. Trouble was, the suspension preload and action was excellent, so switching to stiffer springs was not the right way to go, although it would have helped. After riding all year with the bike like this we finally came to the conclusion that the forks on this model bike are simply too short, by about 15mm. If you had access to all sorts of WP parts you could replace the chrome fork tubes with a longer set (if they make them...) and then replace the cartridge spindle for a longer one. Instead, we just dropped the forks down flush with the top of the triple clamps, and then actually lowered them six or eight millimeters below the surface of the top triple clamp. It looks strange, but there's so much clamping surface you're not compromising anything by doing this, and it helped the front end immensely.

For engine protection on the bike, we started using a skid plate manufactured by Biddeford Outdoor Power in Biddeford, Maine (207-286-8585). It is a massive, beefy thing that will stand up to abuse from the worst jagged granite New England has to offer, and with a bike this pricey that's a real issue. You don't want to be denting or breaking things if you can help it.

That's it. Other than replacing things that wore out, we never had to repair anything. Never once did the bike quit on us—except the time the cable holder popped loose inside the carb, but that was a set-up problem—and we've never had a mechanical DNF on the bike. Never had any kind of a DNF, for that matter. The only real complaint we have, and we have this complaint about every four-stroke, is that the bike is a little too heavy. 280 pounds, full of gas. However, it is electric start and all that, so you have to expect to carry that extra weight, I suppose.

On top of the reliability, I have to add that the Husaberg is also the first bike in a long time that I've actually had dreams about, it works that well. It can pull traction out of any surface, and hook up so hard you'll just about swallow your tongue trying to hold onto it, and at the same time it accelerates so fiercely that you feel like you're being catapulted down the trail. It still makes the hair stand up on the back of my neck every time I fire it up, and if it does the same to you, you're destined to become a Husaberg rider, no matter the price. One damn fine bike. □

# No Room for 2nd Place

Ride What the  
Winners Ride...

**HONDA**  
*Come ride with us.*

- Every Honda CR model in stock
- Complete line of Honda Motorcycles, Scooters & ATV's
- Huge inventory of Honda parts & accessories

**1-800-923-1717**

**Pottsville, PA • Take One Home Today!**

**KTM 200 E/XC**

**Dirt Bike Magazine: "The best under-250cc race bike in the country."**

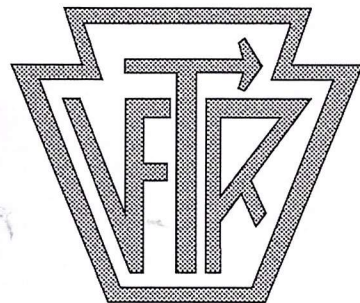
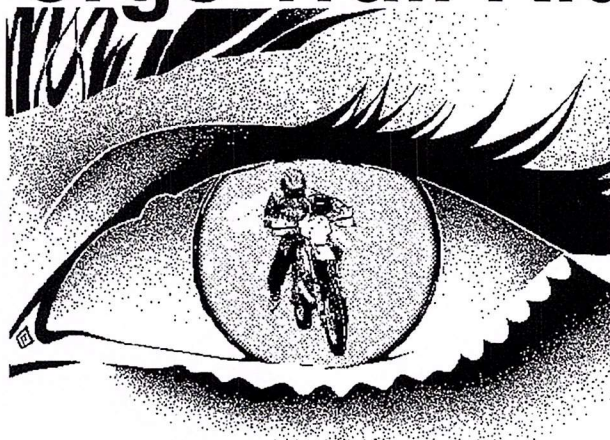
**Matto has it in stock.**

**1-800-923-1717**

**Pottsville, PA**



# Valley Forge Trail Riders



## Marshlands Hare Scrambles

**Sunday June 21, 1998**

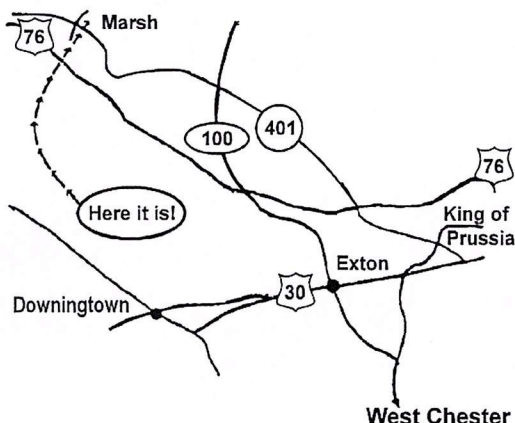
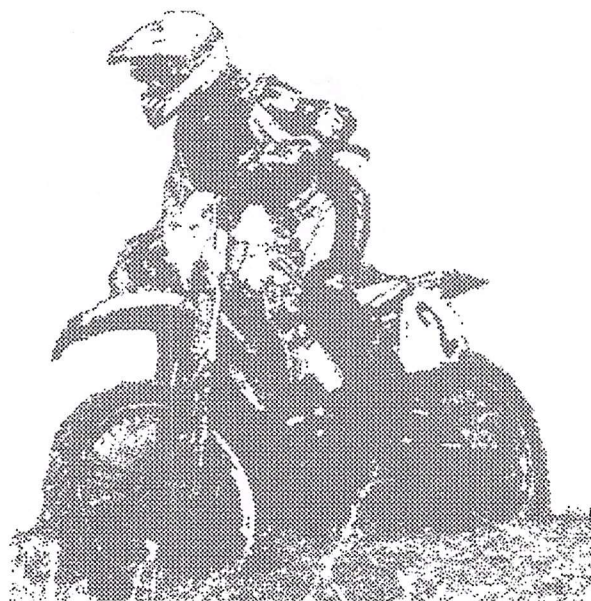


**District 6 and ECEA Points  
All District 6 AMA Classes**

**Experts get a 100% Payback!  
Amateurs receive Trophies**

**Minibikes race from 9:00 to 10:00 AM  
Quads race from 11:00 to 12:00 PM  
Motorcycles race from 1:00 to 3:00 PM**

Admission	\$5.00
(under 12 Free)	
Pee Wees ride FREE	
Youth Classes	15.00
Experts	25.00
All Others	20.00



**From the EAST: Turnpike Exit 23. North on 100 to Route 401 West. Approx 5 miles to Marsh Road.**

**From the WEST: Turnpike Exit 22 to PA Route 23 East to Route 401 East. Approx 5 miles to Marsh Rd**



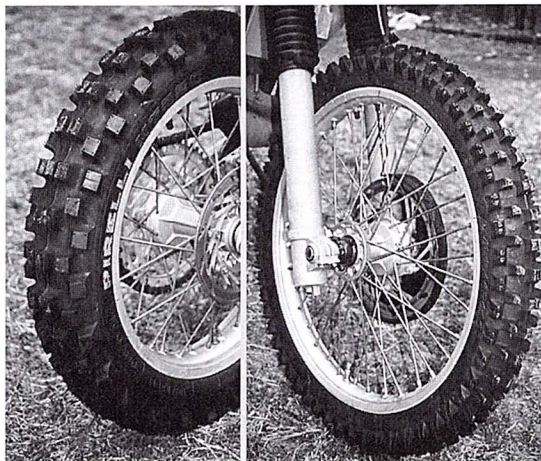
# Pirelli Tires, Moose Qwik Coat, Spectro Chain Wax

By Mark Uth

## Pirelli's New Tires

**P**irelli has recently introduced a pair of new tire lines for off-road applications, the MT18 knobby for all around intermediate conditions, and the MT320 motocross tire. While the MT18 is more geared to the recreational rider, the MT320 is a true racer. Both incorporate a new three layer polyester carcass designed to prevent performance degradation (read: ply stretching) as the tire gets abused and heats up during competition.

We had the opportunity to log some miles on the new MT320, which sports an open tread pattern optimized for stability and traction in soft to intermediate terrain. Our seat-of-the-pants impressions found it to provide good traction, but not as good in the sand as a true soft terrain knobby. This is probably a result of less tall knobs all around, especially in the tire shoulder. No surprise here. The tire has a fairly hard carcass/tire compound that resisted flats well. This also permitted running of lower tire



pressures that improved responsiveness to small trail obstacles like rocks and roots. However, the biggest impression the MT320 made on us was its unbelievable tread life. After three tough South Jersey enduros, including the Greenbrier National, the tire

showed far less wear than normal and remains in service as of this writing (for trail riding, though). This characteristic might well make the MT320 a natural for northeastern rock runs as the soft terrain tread bias coupled with a tough, long life tire compound should yield rugged resistance to rock abuse and good traction in the mud found in between.

While we were at it, we retested one of Pirelli's old faithfuls. The MT44 Lagunacross knobby is a true soft terrain tire for the worst mud and sand terrain. With an open tread design and tall knobs, this soft compound tire provides exceptional traction with good tread life. Two places we found the Lagunacross to excel. First, the tire seems to find traction in off-camber situations like no other. This permits riders to use alternative lines, outside the main line and berm, with wild abandon. Additionally, the tread pattern included knobs with "clipped" back-side corners to maximize tread cleaning. This should prove essential in gooey, clay-

*The New*  
**Willow's**  
*Customer Satisfaction Guaranteed*

*Kawasaki-Yamaha  
Ducati-Polaris*

1555 Highland Ave. (Rt. 10), Cheshire, CT 06410  
203-272-7201 fax 203-272-8370 service 203-271-0127

**KX's - KDX's - YZ's, WR's, RT's, PW's.**

**27% OFF ALL DUNLOPS - ALL THE TIME**

**1 MILE SOUTH OF I-691 ON RTE 10 IN CHESHIRE, CT.**



Yamaha YZ400F

**Honda Kawasaki  
Yamaha**

**GET THE ADVANTAGE**

*The Hills are Alive with  
The Sound of Thunder!*

**1-800-RIDE**

**DMS**

**DIAMOND  
MOTOR  
SPORTS**

**P.O. BOX 13, CAMDEN, DE 19934**



based soils that tend to pack up ordinary meats. Pirelli tires come in all the sizes you'd expect and are available from your dealer.

## Moose Offroad "Qwik Coat" Lightweight Riding Jacket

**R**ace day mornings at nearly spring and late fall events are always the same. Do I wear the enduro jacket or just pile on extra jerseys? What about the riding vest? Rain? Snow? This usually lasts until ten minutes before key time. As if there weren't enough options to keep me busy already, those damn guys at Moose Racing go ahead and introduce a new lightweight riding jacket that falls somewhere between traditional enduro jackets and plain riding jerseys. Called the "Qwik Coat" riding jacket, it's a nicely constructed outer shell of a garment cut from a heavy nylon material that should stand up to plenty of abuse off-road. Features include two zippered pockets in the front for stashing your stuff, and zippered vents that can quickly alter air circulation inside. Front closure is via zipper covered by a tenacious Velcro flap to keep cold drafts and/or rain out. Velcro is used at the sleeves and collar too, forming a near weather proof seal at



every entry point, aided by a drawstring at the waist. Jacket construction finds internal seams that get a special treatment to further improve water tightness.

It seems Moose's intent for the Qwik Coat was primarily as a rain coat, and it has certainly proven itself there. However, the sturdy nylon shell is so tightly woven that it makes an excellent windbreaker too. We've taken to wearing the Qwik Coat when dual sport riding, cutting trail or even on the golf course when the sprinkles start. Nice thing about the jacket is that when the sun comes out and temperatures rise, it neatly rolls up into its own zippered pocket, so should you change your mind about it, it'll fit into even the smallest fanny pack. Contact your dealer or Moose Offroad for pricing and availability.

## Spectro SX Chain Wax

**W**hen first introduced by Maxima a year or two ago, chain wax was the biggest innovation in chain lubrication since the drip oiler. The advantages of chain wax are two fold. First, once it dries (actually sets-up) on your chain, it



resists flinging off better than any liquid chain lubricant ever can. Secondly, because it sets up as a paraffin solid, it doesn't attract and hold particles of dirt and other trail debris that would prove detrimental to chain health. What it does do is provide all the chain link and roller lubrication you'll ever need. While they might not have been the innovators in this case, the guys have Spectro are at least now in the hunt with an aerosol driven, waxed based, motorcycle chain lubricant of their own. Going by the Spectro SX Chain Wax brand name, Spectro's paraffin-based chain wax contains extra anti-wear additives designed to further extend the life of your chain and sprockets. It contains no CFCs, for those concerned with ozone, and is safe for all types of chain, conventional and O-ring alike. In addition to chain lubrication, Spectro's Ken Cioffi noted that there are actually numerous other uses for chain wax around the bike shop. It's a natural cable lubricant because of its resistance to attracting and holding fine dirt particles. Additionally, it's an effective rust preventative/sealant that can be used on engine bolts, ignition and other electrical components (i.e., magnetos, stator coils, etc.). Good stuff. Spectro products can be had through your dealer or contact Spectro directly, located here in the great Northeast in Brookfield, Connecticut. Telephone (203)775-1291. And don't forget to tell them you read about it here in Trail Rider! □

## SEEN IN PRINT:

"Use only premium quality motor oil certified to meet A.P.I. service classification SF or SG...the use of special additives is unnecessary."

- Honda, 1998 Owner's Manual

"Engine Oil: Use SE, SF or SG Class..."  
- Kawasaki, 1998 Owner's Manual

"Even the best automotive oils don't always keep up with demanding motorcycle engines."

- Castrol, 1997 Brochure

"The trend in passenger car lubricant technology, especially the quest for improved fuel economy, is not necessarily consistent with the lubrication requirements of today's advanced motorcycle engines."

- Paramins Post, Fall 1997  
(Paramins is a leading worldwide manufacturer of automotive lubricant additive packages.)

"Now, more than ever, the newest A.P.I. SJ automotive oils are not the ideal motorcycle oils! That's why Spectro manufactures and recommends a motorcycle-specific oil with an A.P.I. SG rating for the best long-term wear protection in motorcycle engines..."

- Spectro Oils, 1998 Brochure

For now, Spectro has decided to abandon the current A.P.I. SJ designations and stay with the proven "SG" formulations for their four-stroke motorcycle lubricant products: Golden Spectro 4 and Spectro 4. For more information regarding Spectro Oils of America's position on A.P.I. ratings and motorcycle-specific lubricants, call

**1-800-2-GET-OIL (1-800-243-8645) or fax us at 203-775-8720.**

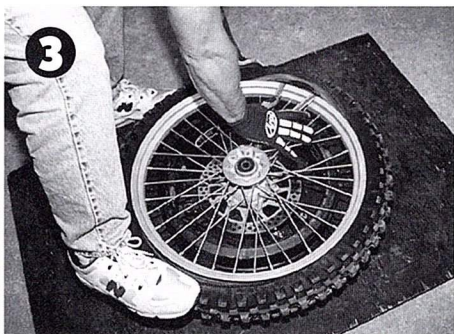
**SPECTRO**  
The Ultimate  
Choice in Motorcycle Lubricants



# Change Tires

It's only as difficult as you make it

**Y**ou've got two choices when it comes to changing tires. You either pay someone else to do it, or learn how to enjoy doing it yourself. If you pay someone, like a very well-known moto-journalist we used to work with, you have to work according to their schedule—they may not have time to do it right now, please leave it and come back Wednesday, etc. On top of that, you have to pay real money for the service.



Stomp the bead to break it away from the rim (2), and then lever up five inches of bead above the rim, using two tire irons while your foot keeps the other side of the tire forced into the drop center of the rim (3).

On the other hand, if you learn how to do it yourself, and then learn how to enjoy doing it, you can take a wait-for-three-days ordeal and do it in fifteen minutes, which is all it should take you (originally we wrote ten minutes down, but we'll go easy on you and say 15). Additionally, you then won't think twice about pulling your tires off to check your spokes, or clean your wheels, or flip the sharp edge of the knobs around. You'll also start carrying tire irons with you in your bum bag, and automatically reach for them if you or one of your pals gets a flat on the trail.

Whatever. You should learn how to do it, that's all, and then do it often. Tools



Remove the valve stem and the rimlock nuts, then squash the rimlock into the tire with a tire iron.

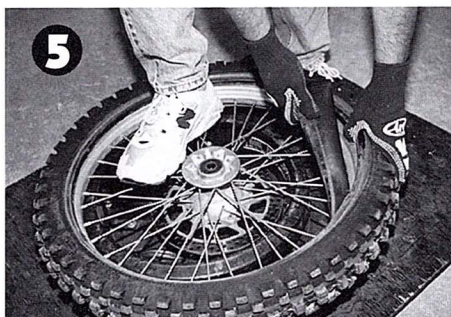
required are simple: a valve-stem removal tool, a pair of tire irons, and whatever wrench it takes to loosen the rimlock nut or nuts on your wheel.

Start by taking the wheel off, and then removing the valve stem, if the tube still has air in it. While the tire is deflating you can remove the nut from the rimlock, or rimlocks, as the case may be. Next you'll want to use the flat edge of the tire iron to push the rimlock into the wheel, just to break it loose.

Now you're ready to break the bead, which you can hopefully do by laying the wheel down and stomping it loose with your heel. It pays to be wearing stout boots when you try this (or you can try it like Kevin Hines and wear Swedish sauna clogs). Stomp both sides until the tire is lying loose within the rim. If the bead won't break loose, keep trying. Don't bother trying to back the van wheel over the edge of the tire, it usually doesn't work and can be hazardous to your wheel if your aim is

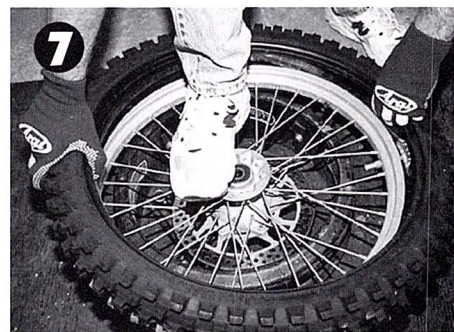


Hold one tire iron down to keep the bead up, then pull out the other and take another "bite" of the bead, four inches over, using the spoon end of the iron (4). Do this all the way around, then reach in and pull out the tube (5).

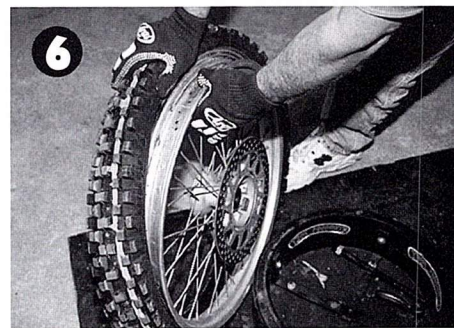


bad. If you wind up with a tire really frozen to the rim you're going to have to take it to a bike shop that specializes in street bike tires and get it removed mechanically.

Next, mix up a good solid squirt of dishwashing liquid in a few ounces of water. To make life easy on yourself, paint this onto the beads of the tire on both sides. You can remove the tire dry easily enough if you know what you're doing, but until you know what you're doing, lube it with the soap. Now take the "spoon" end of your tire irons and hook them under the tire bead about four inches apart and pry against the rim a little. Feel how much force it will take to pull that tire over the rim? Now back up a step and stomp the far end of the tire flat and into the center of the rim, while you pry the tire once again. It should feel a lot easier, and if you're ready just pry both of the levers up and pull a five-inch section of tire up onto the rim.



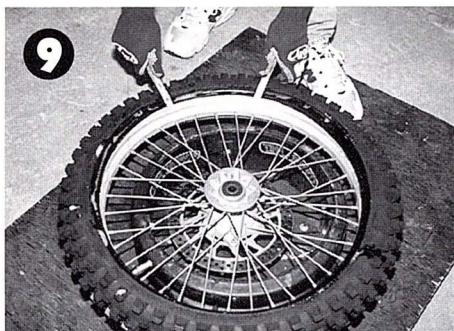
Painless way: start the new tire with the tube already inside, lightly inflated, and the rimlock in the rim. Make sure the bottom bead of the tire is under the rimlock, and force it over the rim by hand or foot.



Remove the rimlock, stand the tire up, let the rim drop down into the tire and then push the tire off with a mighty heave. If you're wimpy, or the tire is too tight on the rim, you may have to lever it off.

Here's where the neophytes will reach for a third tire iron, and if you have a really nasty tire/rim combination you might honestly need a third, but all us snobby pros do it with two irons only. To do that, you'll want to take whichever iron is in your dominant hand (lefties use the left, righties the right)





Lube the final bead with soapy water, and lever it on all the way around, four inches at a time. Easy, no?



Lever the last part of the bottom bead on with the straight end of the tire iron, then work the valve stem into its hole. Make sure the rimlock isn't pinching the tube and that the valve stem is straight.

and pull it out of the rim and then scoop it back under the pinched part of the tire four inches to the right or left of where the bead is pulled over the rim. Yeah, it isn't easy to get it back in, but you can do it, and it's easier to do it if the tire is well lubed. Once you get it through just pull up another section of tire, and then repeat the process until the tire is free of the rim on the one side.

Once the first bead of the tire is free, reach inside and pull the tube out (carefully push the valve stem into the rim, and then pick it out from the valve stem area and pull it out of the tire.). Next, pull all the rim locks out. Get all that junk out of there, then stand the rim up and pull the tire up into the bottom of the rim while you push the top bead over the edge of the rim. The real he-man move here is to simply peel the second bead of the tire off by hand, accomplished by forcing all your weight against the side of the tire. It ain't easy, but it looks really cool once you perfect the technique. However, on some tire/rim combinations it is nearly impossible, so you may have to shove two tire irons through there and use them to help pry the tire off. Look at the photos, and you'll know what the heck we're talking about.

Now you've got a bare rim and an old tire. Dump the old tire, get a new one handy and stuff the inner tube into it. Whether you use the old one or put in a new one is up to you. Add just enough air to the tube to give it some shape, and set the tire/tube on the ground with the valve stem facing up. Lube the bead of the tire, and then drop the rim down onto the upright valve stem, getting the stem right through the proper hole in the rim.

It's hard to say. Sometimes it's easier to put at least one of the rimlocks into the rim before you put the tire on, but usually it's easier to get the tire on the rim first, so let's

# DIRT WORKS CYCLES

## YAMAHA YZ's

### DUNLOP

100/100 X 18	752	\$58.95
110/100 X 18	752	\$59.95
120/100 X 18	752	\$65.95
100/90 X 19	752	\$60.95
110/90 X 19	752	\$65.95
120/90 X 19	752	\$69.95
80/100 X 21	752	\$56.95
100/100 X 18	737	\$60.95
110/100 X 18	737	\$64.95
100/90 X 19	737	\$64.95
110/90 X 19	737	\$68.95
80/100 X 21	490	\$56.95
80/100 X 21	755	\$56.95

All '98 Street Bikes in stock & on sale now! Call and ask for Kris Mooney!

'98 YZ250's Still Available!

**Kawasaki**  
GOOD TIMES PRODUCTS

'98 KDX220's on sale now! Call!

**SUZUKI.**

Parts Discounts for NETRA Members Fast UPS Service!

Real Clean Used Bikes

'95 KTM 300EXC \$3195

'96 KTM SXR50 \$1495

**KTM**  
SPURIMOTORCYCLES

'98 KTM 300E/XC



Rt. 9, Bennington, VT 05201

(802)447-8606

Do that thing you do  
**SUBSCRIBE TO TRAIL RIDER**

**OFF ROAD TIRES ARE OUR SPECIALTY!**

We've got the tires you need at the prices you want.



**Bridgestone**

M77 80/100-21	\$46 <sup>00</sup>
M78 100/100-18	\$51 <sup>00</sup>
M78 110/100-18	\$54 <sup>00</sup>
M58 110/100 x18	\$54 <sup>00</sup>

ED11	\$46 <sup>00</sup>
ED12A 110/100 x18	\$61 <sup>00</sup>
M60 110/100 x18	\$54 <sup>00</sup>
M39 80/100 x21	\$46 <sup>00</sup>



**More Bridgestones**

3.00x21 ED 03	\$46 <sup>99</sup>
90/90 x21 ED 661	\$46 <sup>00</sup>
120/90 x18 ED 660	\$54 <sup>00</sup>
4.10x18 ED 04	\$49 <sup>99</sup>
4.60x18 ED 04	\$51 <sup>99</sup>
120/90x18 ED 04	\$51 <sup>99</sup>
DOT Approved	

**USA DUAL SPORT**



Hours: 9 to 5 EST  
Call for Other Off Road Tire Needs.



**Kenda Trakmaster II K760**

80/100x21 K760	\$33 <sup>99</sup>
100/100x18 K760	\$37 <sup>99</sup>
110/100x18 K760	\$45 <sup>99</sup>
120/100x18 K760	\$48 <sup>99</sup>
100/90x19 K760	\$44 <sup>99</sup>
110/90x19 K760	\$45 <sup>99</sup>
DOT Approved	

**1-800-583-4912**

Remember to ask about our tube prices.



do it that way. Force the rim into the tire until you feel like your trying to jam the bead on by hand, and then drop the rim—tire side up—onto the changing stand, or right on the ground if that's the way you're working. There should be about a foot to 16 inches to tire bead not yet on the rim, and you can usually lever that on with a couple of "bites" of the tire iron.

Now stop for a minute. In the pictures we show us using a Tech Tube tire changing stand. If you're serious, this is really the way to go. You can do it right on the ground, but getting the wheel just a few inches off the ground gives you such an advantage in leverage that you won't believe it. Using a stand makes tire changing about a hundred percent easier.

With the first half of the tire on, reach inside and get the rimlocks situated. Most times it's easier to pull the tube out of the way when you go to stick the rimlock in, and then push the tube back in place. Make sure the valve stem is sticking straight out of the rim, and then, picking a spot on the tire with no rimlocks, start to stomp the tire onto the rim. You want to start the tire onto the rim where there's no rimlock so that when you start levering the tire on you can pull the tire bead deep into the rim, rather than into a rimlock. Look at the pictures.

If you're good at stomping, you can easily get three-quarters of the tire on the rim without even touching it with an iron. However, eventually you're going to have to start levering it on, and for that you use the straight end of the tire iron, and hopefully you had the foresight to grind grooves into the iron like we did in the photos. The grooves let you know not to shove the iron any further

into the rim, lessening the chances of pinching the tube. You should be able to hold the left side of the bead down with your foot, while you lever on the rest of the tire with your right hand (switch that around if you're left handed). When you get to where there's only three inches of bead sticking above the rim, mash it on with your

foot and head for the air pump.

See? Fifteen minutes and you've got new rubber on—ten minutes if you're really good. If you really want to be obsessed, spend a couple of hours practicing taking tires on and off your rims, and you'll be surprised at how easy it gets. □

## NEW! XR400 MOTOCROSS KITS BY A-LOOP



NO "HUMPBACK" SEAT LIKE THE AWKWARD STOCK XR400. NOW YOUR XR FEELS LIKE A CR!

PH 303-791-0035  
FAX 303-791-0230  
WWW.ALOOP.COM

Only  
\$449



- 2.3 GALLON PLASTIC TANK
- NARROW CR-STYLE SEAT
- CR-STYLE PLASTIC SHROUDS
- GENUINE "ONE INDUSTRIES" GRAPHICS KIT

## CYLINDER REPAIR SPECIALISTS

RE-PLATING: Nickel Silicon Carbide

BIG BORE KITS: 100, 150, 300 cc

2 mm OVERSIZE AMA-MX, DT

WISECO BIG BORE PISTONS

PORTING & HEAD MODS: \$99

Fast Mail-Order Service

From Cobras to KX500s, 2&4-Stroke

### MAX POWER CYLINDERS

1 - 6 0 8 - 2 2 4 - 2 5 2 4

Call for Free Brochure

[www.eric-gorr.com](http://www.eric-gorr.com) Huge tech web site!

MAX POWER CYLINDERS  
2315 S. Stoughton Rd., Madison, WI 53716



Come See The New Models  
at our Great Prices!

EXTRA LARGE PARTS INVENTORY  
UPS SHIPPING DAILY

## BETENCOURT'S

HONDA

↕ SUZUKI

Financing Available for Used and New!

Route 28, Junct. of 106  
West Bridgewater Center, MA  
(508)587-1701



We're Open:  
Weekly 9 a.m. -- 8 p.m.  
Saturday 9 a.m. -- 6 p.m.





# The New England Championship Enduro



June 14, 1998

Four Town Fairgrounds Somers, Connecticut

Arrowed from junction of Route 190 & Route 83 in Somers, Connecticut

Keytime 9:00 A.M. • Brand-X Rules (Modified AMA Rules)

24 MPH Average • NETRA Sanctioned

Primitive camping on site Saturday night. Breakfast and lunch items available.

**Pre-entry:** \$30, **Post-entry:** \$35 • **Pre-entry deadline** June 7, 1998

Make checks payable to: Rams M.C., Inc.

**Mail entry to:** Joe Eaton, P.O. Box 494, Coventry CT 06238

**Tech Inspection:** All bikes will be inspected for valid registration, insurance and license. No exceptions. Sound test will be given!

**Course:** This event is for everyone. Return of the 400 acre farm, with more new trails. Minimal road mileage. This is a must-ride event for everyone who likes to have fun. Come ride one of NETRA's easiest enduros! Given the weather and terrain, this is the easiest course we can make.

We have the best finisher rate in all of NETRA!

**No enduro test necessary! ECEA, NETRA, all riders welcome!**

**ECEA Riders: This is a great warm-up for Rhody!**

Information: Call Gary at (860)763-5368, leave message



## Release and Waiver of Liability

### LIABILITY WAIVER

NAME \_\_\_\_\_ AGE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_

NETRA MEMBERSHIP NUMBER \_\_\_\_\_

ABILITY CLASS (CIRCLE ONE):      A    B    C    AA

DISPLACEMENT OR  
OTHER CLASS YOU  
ARE ENTERING:      4-S    W    S    SS    GS

MAKE OF BIKE: \_\_\_\_\_

EVENT: \_\_\_\_\_ DATE: \_\_\_\_\_

ORGANIZER: \_\_\_\_\_

I, the undersigned, hereby agree, in entering this event, to forever release and discharge the organization promoting this event and its officers and members, the New England Trail Rider Association, Inc., and its officers, trustees and members, all other participants in the event and all property owners over whose property the event may pass; from any and all loss, injury, expense, damage, cause of action, or any claim whatsoever which I may suffer or sustain, or which may arise out of or in connection with the event and my participation therein. I have read and understand this release.

SIGNATURE \_\_\_\_\_

If the member is a minor, I, the undersigned parent or legal guardian of such minor member execute and assent to the above release in behalf of said minor.

PARENT (OR GUARDIAN) \_\_\_\_\_

\_\_\_\_\_, SS \_\_\_\_\_, 19 \_\_\_\_\_

Signed and sworn to by the above parent (or guardian) before me.

NOTARY PUBLIC \_\_\_\_\_



# FEETS UP!

## Two Days On A Trials Bike

By Alan Rustici

**Y**ou've got it! You've got it!" my instructor shouted. I was riding at a blistering pace, somewhere between 1/2 mile an hour and a complete standstill. The handlebars of the Beta "Contact" trials bike were in a full lock turn to the right, and my attention was rapidly switching between the front tire of the motorcycle and a small sign about four feet away reading "End, Section 2."

"You've got it! You've got it!"

I didn't have it. Slowly, the inexorable pull of gravity overcame the meager gyroscopic effect of the engine's flywheel, and my own even more meager sense of balance. Man and machine were beginning, in layman's terms, to topple over, and I succumbed to an instinct universal among motorcyclists: I put my foot down to catch my balance, or "dabbed" in Trials speak, and sheepishly rode the few feet out of the section.

My instructor shot me a disappointed look.

"You could have had that," she admonished. "You just needed to look ahead to the end of the section. Remember, look where you want to go."

Good advice, especially considering the source. My mentor was Laura Bussing, a regular competitor on the national trials scene, and co-owner, along with her husband Tony, of the Trials Training Center in Sequatchie, Tennessee. The 600 acre TTC resort was developed by Tony and Laura Bussing as a place to host trials events (there will be a national there in '98), provide trials instruction, and generally make motorcyclists feel

welcome. Trials schools are taught by either Tony or Laura themselves, or by special guest instructors such as Ryan Young or two-time world champion Mick Andrews.

Although the main focus here is trials, the TTC resort caters to motorcyclists of all kinds. Located in the mountains of southeastern Tennessee, TTC lies in the midst of a veritable playground for off-roaders, dual sport enthusiasts, and road riders alike. Tony & Laura provide their guests with lodging, three meals a day, and a variety of services including indoor storage for motorcycles. Road riders can take advantage of their host's local knowledge on a self-guided tour of the twisties, and off-roaders can choose from either exploring on their own or following Tony on guided trail rides ranging from mild to wild.

The reason for my visit was to experience trials riding for the first time. Having attended trials events as a spectator, I was intrigued by the specialized machinery, the riding techniques, and most of all, by the ease with which the top competitors seem to defy the laws of physics. Over the course of two days of instruction I was to learn that, as with most things, riding trials is harder than it looks, and it had never looked that easy to me to

begin with.

I had arrived in Tennessee late in the day, so it was after a restful night and a wonderful breakfast in the lodge that I was to begin my trials experience. We made our way down to the basement/garage and its assortment of motorcycles around nine o'clock, and I was delighted to find a nice Beta "Contact" motorcycle with my name on it—literally. The attention to detail that is evident everywhere at TTC includes having each guest's name on the front number plate of their rental bike. We got the bikes fired up and I followed Laura up and down the driveway a couple of times to familiarize myself with this unusual machine.

The day's instruction began in a large grassy field within sight of the lodge, where we began practicing some simple drills to reinforce basic riding technique. My instructor stressed

things like proper body positioning with the balls of the feet, not the arches, on the pegs; one finger only on the clutch and front brake levers (both are hydraulic), and a loose riding stance—no gripping the tank with your knees allowed. A good deal of time was spent that morning teaching me the correct way to turn a trials bike. Contrary to everything I've ever learned about cornering, on a trials bike the rider weights the inside footpeg to initiate a turn. Once the turn is begun, the bike is leaned into the turn in a normal way, but due to the low speeds involved, the rider must then lean quite far to the outside of the turn, acting as a counterweight. We practiced this procedure until I could negotiate a full-lock turn in either direction at a crawl-like speed, and then headed out to the trails for a tour of the property.

Trials bikes are weird. They look weird, they feel weird. They are so light that you can easily lift the front end off the ground by standing astride the machine and pulling up on the handlebars. When you look down at the front wheel it is so narrow it reminds you of a mountain bike, and the shift lever is about a mile away from the footpeg. To change gears, you have to lift your entire foot off of the peg and give the lever a very deliberate shove, as calling the shifting on these bikes "notchy" is an insult to notchy shifting bikes everywhere. "Clunky" might be a better way to describe the Beta's shifting habits. Strangest of all, and something everyone who rides a trials bike will notice,



Before: The Author takes his first tentative steps into the trials world at the Trials Training Center in Tennessee.

"If you want the best Honda CR250 Suspension we have ever tested, this is it...  
On the track compliance was magnificent...  
These Forks Work!"

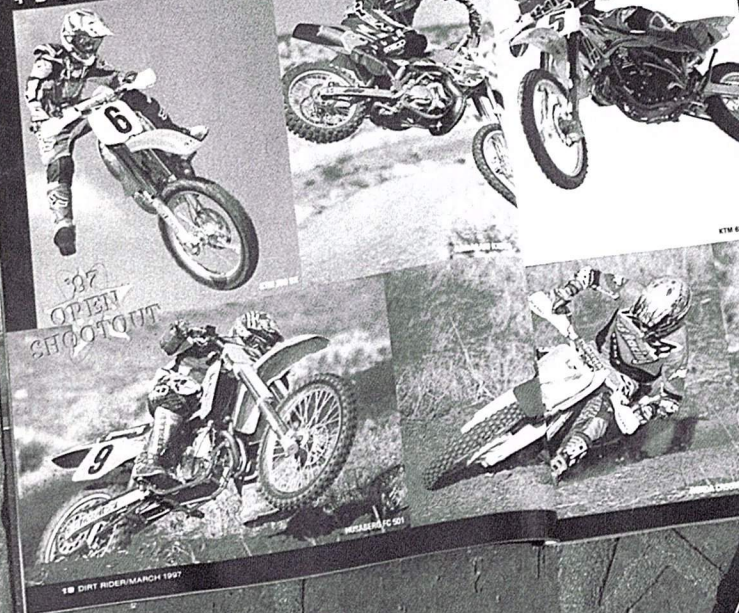
**MOTOCROSS ACTION**

**Factory Connection**

800-221-7560  
www.factoryconnection.com



# THE FINAL CONFLICT



**THIS-OR-THAT STRIKE, WHICH WREST**  
 Just two years ago it looked like the curtain for motocross was closing. The success of any class of bikes is primarily defined by participation from Japanese manufacturers. Currently, only Honda and Kawasaki hold Open-class titles; machines, European models keep up the total number of bikes in the class, but the TSM dominated the 500cc class from its premiere status as the premier motocross world-championship class. And the AMA dominated the 250cc Nationals altogether. The AMA's just when industry insiders predicted gloom and doom, relatively small but innovative European companies stepped up their Open-class efforts. That promising infusion yielded 1996 World Champion Thierry Vanquast, a wily, versatile, and as the four-stroke season from Honda, Yamaha, and Suzuki. The Vanquast shippers aren't just riding at will; they're kept open money and only clearly other. They've kept open money and only clearly other. The result? A near-even split of recent world titles in the 500cc class, while winning two titles and only clearly other. The result? A near-even split of recent world titles in the 500cc class, while winning two titles and only clearly other. The result? A near-even split of recent world titles in the 500cc class, while winning two titles and only clearly other.

# DIRT RIDER

## SUPERCROSS STUNNER

**125cc HOP-UP SPECIAL: FMF CR, BEROMA KX, PRO CIRCUIT RM, NOLEEN YZ**  
**McGRATH THO'D DURING SUZUKI DEBUT**  
 PLUS: EXCLUSIVE INTERVIEWS WITH ALBERTY, LAMSON & McGRATH  
 PRO RIDING TIPS  
 • TY RANTS ON WHEN IT'S BEST TO ROLL, NOT JUMP  
 • HOW TO NAVIGATE NASTY CORNERS  
 ACERBIS IN A CR250R  
 WHAT YOU CAN & CAN'T BUY

# IT'S A DIRTY JOB...

**R**iding dirt bikes isn't just our business—we do it for fun. But when it comes to testing new bikes, evaluating the latest riding gear or analyzing trick aftermarket hardware, we get serious. We employ the expertise of hard-core testers like eight-time National enduro champion Dick Burleson, off-road legend Larry Roeseler and world-ranked GP MXer Mike Healey. Add top guest instructors in all facets of dirt competition like Jeremy McGrath, Ty Davis, Guy Cooper, Malcolm Smith, Steve Lamson, Randy Hawkins, Steve Hatch and Scott Summers, and you've got an impressive panel of experts.

Editor Ken Faught has been riding for over 15 years and has competed in more than 650 motocross and off-road events. He's raced everything from GNCCs in Florida, to arenacross in Ohio and desert races in Nevada. Heck, he's even got ISDE experience, plus he's traveled the world over, covering events in Spain, France, Switzerland and the Czech Republic.

Editorial Director Tom Webb's list of racing credits includes multitime AA National enduro rankings, ISDE experience and, most recently, a championship in the 1995 AMA GNCC

series. You know those riding fantasies that most of us have? Tom's fulfilled them.

Feature Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Test Editor Donn Maeda has thrown a leg over just about every type of off-road machine as well, from the latest MXers to yesterday's three wheelers, and from slow-speed, balance-oriented trials bikes to 140-mph Harley flat trackers. If it's got a motor and knobby tires, chances are that Maeda's tried it.

That's the serious part of *Dirt Rider*. It's been that way since our first issue in 1982. And we think that's pretty intense.

Perhaps that's why *Dirt Rider* magazine is the world's largest dirt bike publication. Our readers know that for the straight scoop from the guys who really know, *Dirt Rider* delivers.

Or perhaps it's because when the workday is over, we're still just a bunch of guys who like to go riding.

Order Now  
**CALL TOLL FREE**  
**1-800-800-3478**  
 12 issues \$11.97  
**DIRT RIDER**  
 MAGAZINE



is the complete and total absence of a seat. In my case, this revelation occurred while negotiating a slippery uphill trail.

I was following Laura on a narrow trail along a stream, just kind of cruising along, standing on the pegs (there is, after all, no place to sit). The trail made a rather abrupt turn before it climbed out of the gully, and I found myself a little short on momentum for the steep climb ahead of me. Exacerbating matters was a fallen log about three quarters of the way up the hill. Reacting as I would on my KTM back home, I fanned the clutch to get some revs up, leaned way forward in an attack stance, and started to get a pretty good drive towards the log. About two feet before the obstacle I decided it was time to loft the front wheel up and over, so I gave a good tug on the bars and planted my butt firmly on the back of the seat.

**SURPRISE!!!**

There is no seat. My backside traveled so far downward looking for a hard surface that I was actually in a deep knee bend position. I eventually came in contact with the rear fender, but not before both feet had come off the pegs and the bike came to an abrupt standstill as the front tire made contact with the log. This was ridiculous! I'd seen guys ride these bikes over Volkswagens and here I was stymied by a twelve inch fallen log. Humbled, I lifted the bike over the log and made my way up the rest of the hill. Rejoining my guide, I made a mental note NOT to sit down again.

We spent the rest of the morning working on cornering drills, setting up a tight figure-eight course on the side of a steep hill, and practicing off-camber turns and transitions (far more difficult than it sounds). We took a short trail ride to practice these new techniques, and then broke for lunch back at the lodge, which was graciously prepared and served by none other than my riding instructor and hostess.

That afternoon I got to ride my first "sections," which in this case were left over from a vintage event held earlier in the year. Since these sections were laid out with older, less capable machines in mind, they were completely rideable, even for a total tri-

als novice like myself. Laura's instructions were simple: "Blue ribbon on the left, red ribbon on the right, if there is an arrow on a tree, you can go on either side, if there are two arrows, go between them." The section was further divided into an "A" line and a "B" line, which pointed out something about trials competition that I had not hitherto been aware of. Having spectated at professional events, and seen the outrageous maneuvers that the pros routinely pull off (like riding up the side of a cliff, for example) I had assumed that you had to be Superman just to show up at a trials. Not so. Amateur events generally have more than one line through each section, depending on what class you ride, and the "novice" lines are pretty manageable for someone with decent off-road skills. Trials is therefore a reasonably accessible sport for the newcomer, although not an easy one, as I was about to learn as I lined up on the entry point to my section.

Now this section, as I mentioned earlier, had been part of a vintage event held on the property earlier in the season, and consisted of nothing more than an entry over a large boulder ("A" line only - the "B" line went around it), a short off-camber, followed by a hairpin climbing right turn, a small ledge to go up (again, "A" only), and some loose rocks to negotiate. At this point the "B" riders exited the section, but the "A" line made a sharp left up another ledge followed by a tight right turn and the exit.

If this bit of trail had occurred in the middle of an enduro nobody would have talked about it afterwards. The whole thing would have taken—without regard to how many times you put your feet down—about 5 seconds to ride through. However, trying to ride

it with my feet on the pegs the whole time was an entirely different matter.

The initial boulder wasn't too much of a problem. The short off-camber was no sweat. The hairpin turn, I must admit, took two tries before I "cleaned" it. The ledge and the loose rocks were entirely manageable (after a couple of tries) and if that had been the end of the section for both "A" and "B" riders I could have managed to clean the whole section with a little practice (never mind that you don't get to practice in a real trials event; I was still learning). The problem was with the last little zig-zag the "A" line made before the exit. There wasn't enough room to turn a bike between the ribbons. When I wheeled over the final ledge my front wheel inevitably landed right in front of the boundary ribbon, leaving me no room to make the sharp right turn to the exit. At this point I would grab the brakes to stop before I ran into the ribbon, lose my balance, wobble for a second and usually end up

putting both feet down to bulldog the bike around and get it pointed the right way. Definitely not pretty, and proof that there was still much to learn.

While the first day's instruction focused on cornering skills, on day two I was introduced to the art of climbing on a trials bike. We covered basic hill climbing techniques, as well as specialized techniques for climbing over ledges and fallen trees. The hill climbing exercise demonstrated how some basic riding skills must be applied differently on a trials bike than a conventional dirt bike. The practice hill we used was the side of a steep ridge, and since the ground was covered with damp leaves there was very little traction. Had I been on a "regular" bike I would have attacked the hill by getting my weight far enough forward to prevent a wheelie, pinning the throttle in second gear and hoping for the best.

My first pass at the hill using this technique on the Beta got me about halfway up before the wildly spinning rear tire brought me to a halt. The second pass, in a higher gear and at a higher speed netted me about another ten feet. Laura kept telling me my weight was too far forward, and as I watched her ride easily up the hill I noticed that she was leaning so far back she was nearly over the rear fender. On the next try I copied her riding stance and cleared the top, noticing on the way up that by moving my weight forward and back I could directly control the amount of traction to the rear wheel. If the rear wheel broke loose I would lean back and feel it start to hook up. If the front end started to get light, a little clutch slipping and a forward weight shift brought it predictably back to the ground. After a couple of runs up the hill I got comfortable with the new technique and decided it was actually pretty fun, as well as seeming to be a more controlled method than the "all or nothing" approach I was used to.

The other climbing techniques we worked on involved climbing over things. We prac-



*After: The Author goes on to win multiple World Championship Trials rounds. Well, maybe we're lying about this just a little.*

## STRONG PIPES

They say we're the most expensive pipe, but for the price you get a pipe that will outlast all others, and fits perfectly. Will a cheap pipe do that? No way.

AVAILABLE AS:

**cone-style Works Pipes • Factory Pipes**

**Nickel Pipes** (with plated finish)

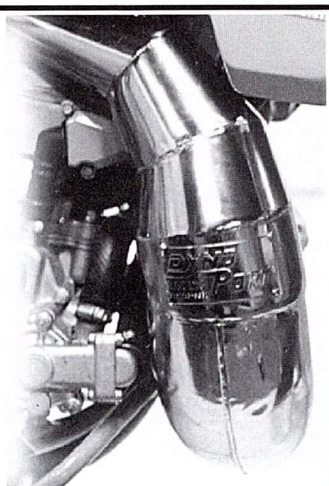
**Torque or Mid-Top Pipes**

**DIAL IN THE POWERBAND YOU WANT!**

**Silencers & Spark Arrestors**

**TO MATCH ALL PIPES—EVEN PRO-CIRCUIT & FMF!**

**ALL MODELS, 50cc TO 500cc!**



*Call us for the best pipes!*

**(315)258-9371**

1896 Townline Rd., Union Springs NY 13160  
Fax (315)253-3699





# DON'T BE AFRAID TO TWIST IT.

If you're going to be a successful dirt bike racer, you can't be afraid to twist it. Chris Smith is definitely not afraid to wring the throttle, and he's got a sock drawer full of medals to prove it.

Same way, if you're going to print a magazine and have people want to read it, you can't be afraid to tell the truth, and to call it as you see it. That's what we do here at Trail Rider. We tell you about both sides of the story, the good and the bad, and we spend a lot of our time in hot water. We're not afraid of the consequences just like Chris isn't afraid to hang it all out. Maybe we have the same mind-set, who knows? But check out who's sticker is on his chest protector.

You want to read real journalism on the state of dirt biking today? Fill out the coupon below, send us a check or money order, and we'll send you a copy of Trail Rider every month. It's not all serious business, we know how to have fun, too. You can twist it and have fun. Just ask Chris.

If you can catch him.



## Trail Rider Subscription Coupon

Yes! Send me a year's worth of Trail Rider! I'm enclosing \$18 in U.S. funds!

This is a new sub ☐ This is a renewal ☐

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone \_\_\_\_\_

Subscription price is \$18 per year in continental U.S. Canadian subscriptions are \$25 U.S., please remit as Postal Money Order or cashier's check drawn on U.S. funds. Sorry, due to unreliable mail service, we no longer offer overseas subscriptions. No credit cards. Mail this form to:

Trail Rider Magazine • P.O. Box 2038 • Medford, NJ 08055

**Trail  
Rider**  
MAGAZINE



ticed on a big log set up out in front of the lodge, and Laura taught me a couple of maneuvers called the "jap-zap" and the "splatter." A jap-zap involves wheeling into an obstacle so that your front wheel makes contact with the face of the obstacle just at its top lip. You then allow the suspension to compress, and give the throttle a blip as you move forward on the bike. If it's all done correctly, the suspension unloads hard enough that the bike "hops" over the obstacle in question. A "splatter" on the other hand, means to wheelie into something with the front wheel so high that the rear wheel "splatters" into the obstacle first to obtain maximum traction. My "jap-zaps" always seemed to come out like "splatters," but I did have a lot of fun that afternoon climbing over logs and riding up ledges.

The last observation I want to make about trials bikes is something I noticed while trail riding from place to place on the TTC property. The land there is steep, rocky, and on the second day I was there, wet and slippery due to a constant drizzle. The trails are for the most part little more than goat paths. Riding there in those conditions on a normal dirt bike would have been a miserable, tractionless nightmare. Riding the Beta trials bike on those same trails made me feel like a hero. I don't know if it was the slow revving engine, the sticky trials tires, the low center of gravity or some combination of the above, but the bike simply went where I pointed it. Off camber root-covered turns, rocky stream beds, steep and slick hills with a couple of ledges thrown in for good measure were all ridden up, over or through with a minimum of drama. I think it

may just be possible that along with the fantastic performance gains we've all come to enjoy in today's motocross-inspired enduro bikes, we may have lost a little something as well.

The Trials Training Center is a great place to visit, and Tony and Laura Bussing are first-rate hosts. They provide comfortable accommodations and great food, but most importantly they provide the means for people to get a first hand experience of a unique and often overlooked segment of our sport. I gained a great deal of respect for anyone who rides competitive trials, and the abilities of people like Jordi Tarres and Geoff Aaron continue to astound me. I also think I might just be a slightly better rider because of my visit there. As a dirt bike vacation, the Trials Training Center offers something a little different than the multitude of off-road "touring" companies that have sprung up recently, and that's not a bad thing. After all, there are plenty of ski resorts, golf resorts, tennis resorts, and the like already. Isn't it about time for a dirt bike resort?

#### How to get there

The Trials Training Center is open year-round and is located 30 minutes west of Chattanooga off I-24. Nashville International Airport is about two hours away by car. TTC can be reached at (423) 942-8688, or on the Web at: <http://www.trials.net/ttc/ttc.html>

You may write to them at:  
TTC-Motorcycling Vacation Resort  
300 Woodland Road  
Sequatchie, TN 37374 □

**KTM**  
SPORTMOTORCYCLES

## BIDDEFORD OUTDOOR POWER

"Your Off-Road Specialists"



- Motorcycles/Minis
- Sales, Service & Parts
- Engine Rebuilding
- Full Line of Accessories
- Financing Available
- UPS Daily

**(207)286-8585**

**(888)456-8585**



1998 KTMs and Husabergs in stock  
Skid Plates available for all Husabergs

426 Elm St., Biddeford, ME 04005

**HUSABERG**

**DAM GOOD  
JUNIOR  
ENDURO**



**SATURDAY  
JUNE 20**

12 MILE COURSE  
10:00 KEYTIME  
SIGN-UP 8:30 AM  
\$20 ENTRY  
NO PRE-ENTRY

JUNIOR ENDURO &  
PEE WEE INFO:  
BILL DI FRANCESCO 203.393.1877

PEE WEE RACE AFTER JUNIOR ENDURO!  
MAXIMUM 80CC SMALL WHEEL BIKES  
ONLY \$10 ENTRY TROPHIES!!!

PATHFINDERS M.C. & THE U.S. ARMY CORP OF ENGINEERS  
presents

**AMA**  
SANCTIONED

**DAM GOOD  
HARE  
SCRAMBLE**

**SUNDAY JUNE 21**

10 MILE LOOP!  
JR./MINIS/WOMEN:  
9 AM START  
NOVICE:  
11 AM START  
AMATEUR/ EXP:  
1:30 PM START  
\$30 ENTRY FEE  
\$20 JR., MINIS & WOMEN

HARE SCRAMBLE INFO (AFTER 6 PM):  
ERIC ANDERSON: 203.881.1934  
DONNA DUTLINGER: 203.853.9882

**This is a flood control area!**

HEAVY RAINS ON THE DAY OF OR DURING THE WEEK  
PRIOR TO THE EVENT COULD CAUSE  
POSTPONEMENT.  
CALL ERIC FOR INFO. 203.881.1934 AFTER 6

**Proof of NETRA and AMA  
membership required.**

BOTH MEMBERSHIPS AVAILABLE AT SIGN-UP.  
ARROWED FROM RT. 8 EXIT #39 NORTHBOUND,  
EXIT #40 SOUTHBOUND, THOMASTON DAM, CT.

**NO CAMPING at Dam! Camping available at:**

BLACK ROCK STATE PARK  
THOMASTON, CT 238-8088;

BURR POND TAYLOR CAMPGROUND  
TORRINGTON CT 379-0172



Do you have  
what you need?...



MSR is only available at dealers worldwide. e-mail: [MSRMOTO@AOL.com](mailto:MSRMOTO@AOL.com)  
Send \$3 USD for a catalog and sticker to: 252 Granite St., Corona, CA. 92719 (909) 240-7301

...we do.

See the complete line at a dealer near you.





# TRELLEBORG SUPERMASTER

Looking for the ultimate tire? This may be it...

Trelleborg tires have always been distinctive because of that signature orange stripe molded into the black rubber of the tire. You can spot a Trelleborg in any crowd, which has actually gotten some sponsored riders in trouble, when their supposedly Trelleborg-shod machine gets into the winner's photo and it doesn't have that orange stripe. Busted!

But lately, you might have noticed tires at the races with two stripes in them, one orange and one white. What's up with that? you may have asked. Well now, that double stripe is a unique feature of prototype Trelleborg tires with a thermoplastic rubber compound, dubbed "TPTC" (Thermo Plastic Trelleborg Compound) by the engineers at Trelleborg. You can't buy Trelleborgs with double stripes, but the TPTC rubber has made its way onto the rear Supermaster, in sizes 110/100-18 and 120/90-18. What's the big deal? Just that this may be the best rubber ever to make it onto a tire.

If you're really sensitive to how your tires work, you know the meaning of the word "compromise." You've got your favorite hard surface tire, but it stinks in the sand. You know what works best for you in mud, but that same tire is a squirmy handful on



the rocks. Finding one tire that works well in every type of terrain is like hunting for the Holy Grail, isn't it?

But that's because you haven't tried a Supermaster yet. The new thermoplastic compound extends the range of the tire to

where it works well in just about any kind of terrain. The knob pattern is open enough to make mud and sand easily ridable, and the special rubber gets a fierce grip in rocks, both wet and dry. And, to makes things even better, as the tire heats up in hard terrain the TPTC gets "stickier," effectively increasing traction even more.

You have to ride it to believe it. The new Supermaster plain hooks up, and you can see that by watching the results of Trelleborg riders Mike Lafferty, Jack Lafferty Jr., and Kevin Hines. We've been testing some of the Supermasters, and we're impressed not just with the fine traction, but also with the longevity. We ran the same time through two nasty, rocky enduros, plus a half-dozen trail rides and it's still working great. One word about them, though—the new rear Supermaster is ultra light, and made for heavy duty Trelleborg tubes or foam inserts. A normal cheap tube isn't stout enough to live through all the pounding this tire can take.

It's certainly not the cheapest tire, at close to \$95 retail, but you wouldn't expect a tire like this to be cheap. Look for it at your dealer's, or have him order the new Trelleborgs from Parts Unlimited. □

## Midtown Kawasaki



**KDX 220 and 200 In Stock!**

**Best Prices in the World  
on all KDX models!**

**Easy Financing  
on your own Kawasaki Credit Card!**



**Midtown Kawasaki**  
1864 Silas Deane Highway  
Rocky Hill, CT 06067  
**(860)721-0193**



UPS SERVICE NATIONWIDE • GIANT PARTS WAREHOUSE

**Come Ride With Us!**

**RIDE  
RED!**



**HONDA**

**SHENANDOAH HONDA**

**Our CR Specialists Support Riders:**

Mark Spence  
Eric Pirie

John Ross

Brian Bolyard  
Rob McNeel

**Racer and Trail Rider Discounts**

1603 Berryville Pike • Winchester VA 22603

**1-800-276-2036**

**JOIN A WINNING TEAM!**



# 24th Annual Foggy Mountain Breakdown Enduro



## CLOSED ROAD ENDURO

July 19, 1998 • 8:00 am

Drawing July 12, 1998

Pre Entries-\$30.00 • Post Entries-\$35.00



### RIDER REQUIREMENTS

All riders must have valid AMA & ECEA Cards, USFS Approved Spark Arrestor/Muffler. You must be 16 years old to ride-under 18 must sign Youth Rider Release Form (please call for form). **ECEA TEST SATURDAY ONLY.**

- \* The Enduro is located at the Blain Fire Company Fairgrounds, Blain, PA.
- \* 80 Miles of PA's Finest, Rock infested trails, 2 loops with gas stop at campground.
- \* There is plenty of primitive camping, no pit racing or it will result in rider disqualification.
- \* Sound test Saturday which will be held 4:00 pm to 7:00 pm and after 7:00 am on Sunday.
- \* Sign up from 4:00 pm to 8:00 pm Saturday and after 6:30 am Sunday.
- \* Chicken Barbeque Saturday & Sunday and Breakfast Sunday Morning.
- \* Please note there is no gas station in Blain

### PLEASE MAKE CHECKS PAYABLE TO:

**SORR**

1553 Elm Street  
Lebanon, PA 17042

For Information call

717-270-9420 or 717-536-3604 Race Weekend

E-mail: ktm300@iw1.net

### DIRECTIONS

- \* From East-I81 to U.S. 11 & 15 North at Harrisburg to PA 850 West, to PA 274 West
- \* From West-PA Turnpike, Willow Hill Exit PA 75 North, to PA 274 East

### 1998 Foggy Mt. Breakdown Enduro • Blain, PA • July 19, 1998

Name \_\_\_\_\_ Rider Age \_\_\_\_\_  
Address \_\_\_\_\_ Club \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_  
Phone# \_\_\_\_\_ Emergency Phone# \_\_\_\_\_  
AMA# \_\_\_\_\_ Exp. \_\_\_\_\_ ECEA# \_\_\_\_\_  
Class \_\_\_\_\_ Bike Make \_\_\_\_\_ Disp. \_\_\_\_\_

I hereby give up all of my rights to sue or make any claim whatsoever against the American Motorcycle Association and its district organizations, the East Coast Enduro Association, the promoters, Susquehanna Off Road Riders' Inc., sponsors and all other persons or organizations conducting or connected with this event for any injury to property or person I may suffer, including resulting injury or death, whether such injury arises while I am preparing for or participating in the event or while I am upon the event premises. I know the risks of danger to myself and my property while participating in the event and while upon the event premises and relying on my own judgment and ability, assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive.

I have read this release and agree to the terms.

Signature \_\_\_\_\_ Date \_\_\_\_\_

Rider#
Class Code
Problem



## Fredette RACING Products

### ISDE RIDER'S WRENCH

Quality, American-made nickel-plated wrench weighs only 4 oz. and fits in all fanny packs. Comes in 3 popular sizes to fit most L/C bikes—wheels and spark plug. Only \$19.95 each.

### COMPLETE INVENTORY FOR KDX200!

- OEM Parts • Aftermarket Parts
- Performance Parts • Complete Shop Services
- Large Inventory of Used KDX200 Parts

### FREDETTE RACING PRODUCTS

31745 Dixie Highway • Beecher, IL 60401  
708-946-0999 fax 708-946-3264



KTM • HUSABERG • HUSQVARNA  
STOCK PARTS • MOTORCYCLES  
CUSTOMIZED SUSPENSION

2350 Orangethorpe, Anaheim CA 92806  
(714)449-1271 FAX (714)449-1374

## FAIRWAY CYCLE



### SUPPORT RIDERS

JACK LAFFERTY JR., JACK LAFFERTY SR.,  
RICHARD LAFFERTY, KEVIN BENNETT,  
AND CLIFF TENNEY

For All Your Enduro and Cycle Needs,  
Plus Fast, Honest Service!



AMA Discounts  
UPS Available



625 NEW ROAD • SOMERS POINT NJ 08244

(609)927-2071

## YANKEE TRADER

Yankee Trader ads are free to subscribers. All you have to do is write them down and mail them in to the address on page three of this book. We can't guarantee that they'll get in when you expect them to, and they will be edited for brevity if needed, but hey, the price is right, huh?

'85 Husky 400WR Monster motor (water cooled), easy starter. Freshly rebuilt susp., Answer SA/silencer, bark busters and electronic odo pickup. VT Title. \$800; eves @ (609)268-7258.

1973 Penton 250 Hare Scrambler All original, re-covered seat, new Ceriani gas shocks, heavy flywheel ignition. One of the first imported, runs, needs polishing. \$1000 obo, (609)953-2922.

1994 Maico 440 Exc. cond., enduro ready, WER damper and susp., Marzocchi 45's, fresh top end and power valve, all guards, some spares. \$2950 obo, call Dale at (717)733-1572

Wanted: Dead or Alive 1976 Honda CR125M, parts or whole bike. Call (908)782-4384.

Pacemaker enduro computer, \$100. WER steering damper, \$100. Call (732)946-2878.

1993 Suzuki DR350S Dual sport model, 5k miles, exc. cond., \$2400. (860)599-1528.

Wanted: '74-'76 MT250 Honda for parts. (914)657-8534.

1998 Yamaha YZ250 Enduro Experts susp., Dyno Port low-mid pipe, Works Connection frame guards & skid plate, Pirie Composites pipe guard, RK O-ring chain, Twin Air filter, low hours. \$4800, (609)978-0786.

1992 Husky 350WXE Motor just rebuilt, WER damper, clean Maryland title & reg., Up-Tite cam, great enduro and dual sport bike. \$1800 obo, (410)296-4914 eves.



COLORADO DUAL SPORT MOTORCYCLE TOURS  
GUIDED MOUNTAIN ADVENTURE

WWW.MOTOTOURS.COM/CYCLES 303-216-9026

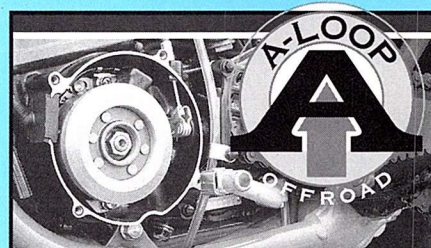
Must be 25 years old or older with MC license. Operates under special permit, National Forest Service, Arapaho National Forest

HAVE A SEASONED NETRA RIDER  
REPRESENT YOUR LEGAL INTERESTS

PETER RUGGIERO  
COUNSELOR AT LAW

FLAHERTY AND LAWRENCE

70 JEFFERSON BLVD. • WARWICK, RI 02888  
PHONE (401)781-7200 • FAX (401)781-0110  
FREE INITIAL CONSULTATION



## Heavyweight Flywheels

An A-LOOP Heavyweight Flywheel increases low end power delivery and maximizes traction. Used by pro riders worldwide.

• Call now to receive an A-LOOP Offroad catalog. •

A-LOOP Offroad  
3911 Norwood Drive #G  
Littleton, CO 80125

The artists formerly called  
Moose Racing  
1-303-791-0035



## BAJA BOUND

The Ultimate In Baja Off-Road Adventures

CHECK OUT CYCLE NEWS ISSUE #40 PAGE 30

Call for Free Brochure 888-664 BAJA

E-Mail: bajabound1@aol.com

## PRO PILOT CORPORATION U.S.A.

SUSPENSION, MOTORS, PERFORMANCE PARTS & MORE!

SHOWA • KYB • OHLINS • MARZOCCHI • PENSKE • WP

Soft & Supple • Rocks or Roots • Straight & Simple



TOP-SECRET  
FULL-ON RACE CENTER

VISA MC C.O.D.

NO ILLEGAL ALIENS! JUST PRO CERTIFIED FACTORY TECHNICIANS

SPECIALIZING IN THE DEMANDING CONDITIONS EAST OF CAL!

732-928-7800

CALL FOR FREE PRODUCT INFO & STICKERS  
SIMPLY THE BEST ON THE PLANET. GUARANTEED!

## USED PARTS

SAVE 50% AT

## DIRT CYCLES

All Bikes 1977 or Newer  
Strictly Dirt Bikes

YAM • KAW • SUZ • HON  
KTM • HUS • MORE!

(508)478-5700 • (508)478-5712  
FAST UPS SHIPPING EVERYWHERE

208 TANNERY ROAD WESTFIELD, MA 01085  
413-568-1638

## HELLION DESIGN

### REMOVABLE TATTOOS FOR YOUR HEAD

Jant		*JANT Rollchart Sample
PROFESSIONAL ROLLCHARTS		
	9:27	38.8 24
	9:28	39.2 24
	9:29	39.6 24
	9:30	40.0 24
ANY ENDURO	9:31	40.4 24
ANY TRAIL RIDE	9:32	40.8 24
ANY PLACE	9:33	41.2 24
*VERSION FOR ANY RIDER	9:34	41.6 24
*CHOICE OF AA	9:35	42.0 24
&	9:36	42.4 24
FACTORY RIDERS	9:37	42.8 24
CALL OR WRITE:	9:38	43.2 24
1210 N. JEFFERSON ST.	9:39	43.6 24
ANAHEIM CA 92807		
(714) 666-0136		



**CSR**  
Cold Spring Racing

**Quick Bleeders  
for Marzocchi and  
WP Forks**

**• NO MACHINING REQUIRED •**

Simply remove stock bleeder screw and install Quick Bleeder. That's it! Once installed, simply press the stem and air is gone. \$65 pair, plus \$2 shipping.

**(518)271-2500, ask for "CSR"**

CSR • 68 Cold Spring Road  
Troy, NY 12180



**Bearings & Oil Seals**

Worldwide Bearings, Inc.  
Imported Directly from Mfg's  
Call (800)575-3220  
Fax (201)575-5969  
E-Mail bearings@instantlink.com



**We Support The Sport**

**Montgomeryville Cycle Center**

980 Route 309 • Montgomeryville, PA

**800-899-7511**

Honda • Kawasaki • Suzuki • Yamaha

Your one-stop shopping center for all your  
Moto, Enduro, and Hare Scrambles needs

**RIDE BAJA**

Experience the Legendary Baja on Honda XR's. Visit  
famous Mike's Sky Ranch. Must be 18 yrs. old.

**Baja Off Road Adventures**  
(714) 528-6339 Fax (714) 630-4474  
www.bajaoffroad.com

**YANKEE TRADER**

or leave message.

**1997 Suzuki 250 E-Line "RM-E"** MA titled, Factory Connection susp., new Regina chain & sprockets, full carbon Kevlar kit, Pro-Taper bars & Applied clamps, lighting coil, V-Force reed valve, 18 inch rear wheel, 2 FMF pipes, tall seat w/new graphics and cover, tires like new, bike needs nothing. \$4000, call Bruce (508)994-9694.

**1998 Honda CR250** Set up right! Suspension revalve and springs, goodies. Adult owner, \$5100. (732)493-0356.

**1995 KTM RXC 620 Special MINT** Cond. This bike is for the short rider that wants a big bike. The suspension has been professionally modified to accommodate riders from 5' to 5'5". Rear pegs and rear rack kit, totally street legal titled in N.H., new Sidewinder sprockets w/Tsubaki o-ring chain, new Dunlop 490 front and 695 rear, DeVol skid plate, Acerbis Rally Guards, More info evenings, call Mark 603-356-0235.

**1994 Ducati 900SS/CR** - Immaculate condition, 1400 miles, Termignoni carbon pipes, K&N airbox and filter, Dynojet stage 2 jetting, Corbin seat, \$5900. Call Peter (203) 256-8877. Leave message.

**1994 Beta Techno**, All Aluminum, Good cond., lots of fun. 973-838-8770.

**1997 KTM 360 EXC** \$4000 New cyl, head, pist, pvalve, reeds crank, bearings, seals, lwr coils, uppr coil, brain box, fork upgrade. All work done @ KTM, day 610-344-7676 ask 4 Al eve 610-430-0688

**Thumper**  
Racing Inc.

**Totally Devoted  
to 4 Stroke  
Performance**

**Call For Catalog  
903-938-0570**

3441 US HWY 59 N. ■ Marshall, TX 75670

**GET YE TO A HELMET PAINTER!**

**S. JERRY BERNARDO  
BLACK RAINBOW WEST**

13975 DRIFTWOOD DRIVE • S.V.L. Box 9322  
VICTORVILLE, CA 92392  
**(760)241-8651**

**PIPE REPAIR \$35  
IF WE CAN'T FIX IT, WE REPLACE IT!  
GUARANTEED!\***

ACCEPT NO IMITATIONS. WE ARE THE ORIGINAL AND BEST!

"THE DUKE OF DENT"

ONE DAY TURN AROUND THE MOST EXPERIENCED REPAIRER OF DENTED & MASHED PIPES & EXPANSION CHAMBERS ON EARTH! OUR ONLY SPECIALTY SINCE 1985

OVER 15,000 REPAIRED! UPS DAILY  
NEW & USED PIPES VISA/MC/COD  
BUY-SELL-TRADE \*RESTRICTIONS APPLY  
FINISH LINE PRODUCTS CO.

**SERVING ALL 50 STATES & CANADA**

**800-843-8745** FACTORY APPROVED BY  
FME, KTM, DYNOPORT  
CALL FOR SERVICE & SHIPPING INFORMATION

**AKTIVE**  
REED SYSTEMS

THE WORLD'S BEST REEDS,  
CARBON FIBER OR GLASS FIBER

**1-800-211-4129**

**Full Welding  
& Machine Shop**

**TIG Welding:**

Pipe Repairs  
Frame Repairs  
Skid Plates

Cases & Covers  
Chain Guides  
Footpegs

Custom Projects, Guards

**EQUIPPED TO SOLVE ALL METAL  
REPAIR/REWORK PROBLEMS**

**McKenna Metal Service**

Metal Fabrication  
(609)893-1957

P.U./Delivery to ECEA Enduros

**EXPERT OFF-ROAD SUSPENSION TUNING**

**Oil Change: \$39.95 • Re-Valve: \$119.95 (parts inc., forks or shocks)**  
• 90 Day Satisfaction Guarantee •

KYB, Showa, WP, Penske, Ohlins, Marzocchi

**SPRINGS • REBUILDS • PARTS • ACCESSORIES**

**TOTAL BIKE SET-UPS**

**AUTHORIZED WHITE BROS & FOX DEALER**



*The cure for your suspension problems.*

**314 Route 542 • New Gretna, NJ 08224 • (609)294-8703 • Fax (609)294-3168**





# HERTFELDER

## BEEHIVE STINGS

In August, southern New Jersey is deserted. To escape the life-threatening combination of heat and humidity, everyone with a Visa card that is not maxed out takes to the hills or the seashore.

Vinyl tops on hundreds of cars are torn to shreds by sharp-edged lawn chairs strapped down with cheap twine, loose slip knots and hope. Twenty-inch bicycles slipping off rear bumpers are often ground down to 10 inches on concrete highways. Whining children are trapped and immobilized in compact cars because their mothers want them to "look nice when we get there." Howard Johnson employees gather lifetime supplies of left-behind sunglasses, and untended lawns grow high enough to hide tigers.

There are no burglaries in August because it's too hot to carry off a portable (they say) color television set with sweaty arms; plus the summer reruns are so bad that "fences" can't hardly give the things away.

And THIS is when they run the Beehive enduro.

The Beehive might not be the toughest event in terms of terrain, but in terms of ferocious heat it's second to the surface of the sun, and two degrees cooler than hell.

Contestants usually arrive at the Beehive after sundown on Saturday because their stripped, no-options vans have the 255 model air conditioning: 2 vents open, 55 miles an hour.

Many drivers arrive wearing nothing above the waist, and precious little below. I remember one lard-ass driver exiting a van wearing nothing above the waist and nothing BELOW the waist. The memorable thing about the incident was the tuck and roll seat design embossed on the fellow's considerable soft butt, which made him resemble a walking TV test pattern.

Surrounded by swamps, the Beehive area develops trophy class mosquitoes, ferocious beasts with the ability to drill into meat through the thickness of a \$47 sleeping bag. Last year, I remember, I was awake at six a.m. engaged in a scientific experiment. A monster size mosquito had drilled into a plastic Band-Aid that I had on my wrist, and trapped his drill in the sticky undersurface; almost like a nail in a self-sealing tire. Using a pair of folding scissors I carry to carve route sheets into strips, I began to trim the BAND-AID to see what kind of payload the thing could lift. It could almost get off the ground with a dime-size piece and six wrist hairs. After I trimmed the hairs off I found it could lift the plastic but couldn't get out of 'ground effect.' When I folded the plastic into a wing shape—to give it more lift—the mosquito turned into the wind and took off nicely.

It was climbing at least 10 inches a minute (I.A.M.) at maybe 2 m.p.h. when it impacted,

rather violently, Rich Ragosa's left cheek. Rich, still sound asleep, smashed the bird into oblivion with an evil smile of satisfaction.

The question is, was it pilot error—flying into elevated terrain—or was it loss of power due to overheated chest muscles?

I suppose we'll never know.

Due to the heat, the Beehive is never a "killer enduro." This is reflected by the extremely large turn-out of riders; sometimes hundreds more than any other in the area and as many as any in the nation.

Consequently, with more luck than good planning, and being "pushed" by faster riders, I reached the halfway "mercy stop" at the time I was supposed to arrive; a definite shock, as it so seldom happens to me.

In fact, I don't recall it EVER having happened before.

Riders on earlier numbers were taking advantage of the 30 minute layover by submerging themselves, fully dressed, in a shallow lake near the fuel cans. Taking no chances I refueled, emptied my spare canteen of water—half down my throat, half down my collar—and took off down the trail.

Up until then there had been no brush in my face because earlier riders had been bending it out of the way. Now, I was eating it by the baleful.

Keeping your head up and paying attention means you can thread your face through the stuff at a reasonable speed. Go too fast and start ducking under some of it and you just might bring your face up right into something covered with bark, thorns, or a few dozen old staples that once held a DANGER marker.

A mile and four tenths out I ducked away from something that was either a vine or a strand of barbed wire—hard to tell the difference sometimes—and looked up to immediately get a branch just below my goggles that went under the side of my helmet then broke off just before it unscrewed my head.

My motorcycle continued on for ten feet without me as I sat on the ground pulling the branch out from under my helmet and feeling relieved that there wasn't an ear on the end of it.

When I got going again the brush thinned out and opened up onto a sunken and flooded old road with a greasy looking mud bank on each side. Riding this sort of slop requires

your rear wheel in the water and the front wheel up on the bank in a maneuver that keeps the engine out of the water and your heartbeat in the upper rev range; up where you can count beats in your ear drums.

The flooded stretch was 200 yards long with a dry, higher section near the middle. When I reached this I stopped to get my wind back and my heart slowed down to where it wasn't hurting my eardrums too bad.

Then I noticed a man standing at the far end of the mire.

He was pointing to the left side and almost jumping up and down with excitement; obviously he was telling me to keep on the

left side. Sometimes you can trust a single person but I've learned long ago that a group of people with cameras will ALWAYS indicate the WORST possible track, so they can get more drama in their photos. They prefer water splashing high with, preferably, steam; and a bit of blood would be nice also.

For some reason having to do with balance or muscles or something, I can't do the crossed-up-front-wheel maneuver nearly as well on the left side of the trail. My right leg is either too short and I topple over to the right, or it's too long, drags in the muck and pulls me off the motorcycle.

Whenever I got it right I was gaining ten or twenty feet before stopping with the engine stalled. Each time this happened I had to reach down in the muck to find neutral then kick the engine back to life.

The motorcycle was SUPPOSED to start in gear but the drag of the clutch plates made it just too darn hard to kick over with only the clutch lever pulled in.

So I just continued the stalling, starting, and ramming the motorcycle along the side of the muck until I got within ten yards of the fellow where I could hear his shouted words but couldn't make them out.

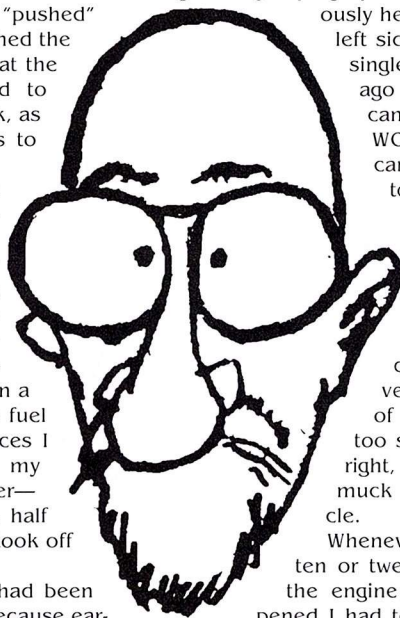
I was sure it was encouragement of the best type and I was thankful for it.

Finally, I rushed the last few yards all crossed-up and out of shape and dropped the whole works almost at the fellow's feet. He neatly moved to one side to avoid a bucketful of vicious mud flung toward his belt.

"I've been trying to tell you!" he screamed, "You missed a turn back there, you dumb shit!!"

—Ed Hertfelder

*Ed Hertfelder is a teller of tales and writer of books, as well as author of the internationally famous Duct Tapes stories. He can be reached at P.O. Box 17564, Tucson AZ 85731.*







**Motorcycle/Accessory Liquidators** **1-800-829-4313**  
**Everything is priced to move fast!** 7-DAY 24-HR. FAX ORDER LINE: 1-508-583-5529  
**We have what you want! Low prices! Great selection! Unbeatable customer service!**



## PANT CLEARANCE

<b>ANSWER</b>	
AK7 pant only sz. 28-30-32	\$39.99
'96 EDGE pant/jersey	59.99
Logik pant/jersey/gloves	79.99
'97 Edge Youth pant only sz. 22-26	59.99
'97 Edge Youth pant/jersey	79.99
'97 Edge Youth pant/jersey/gloves	89.99

<b>SINISALO</b>	
'98 SR1 pant only	CALL
'98 SR1 pant/jersey	CALL
'98 SR1 pant/jersey/gloves	CALL
'97 SCD pant only sz. 28-38	\$109.99
'97 SCD pant/jersey	139.99
'97 SCD pant/jersey/gloves	169.99

<b>MSR</b>	
'96 System 6 pant only sz. 28-32	\$59.99
'96 System 6 pant/jersey	79.99
'96 System 6 pant/jersey/gloves	99.99
'97 System 6 pant only sz. 28-38	99.99
'97 System 6 pant/jersey	129.99
'97 System 6 pant/jersey/gloves	149.99

## CHEST PROTECTORS

Sinisalo SCX	\$109.99
Answer TKO	109.99
MSR Sys 6	109.99
Honda	79.99

## GLOVES

<b>ANSWER</b>	Was	BCC Price
'97 Stylus	\$36.99	\$23.99
'97 Force	28.99	19.99
<b>SINISALO</b>		
SR1 '97		\$26.99
Air '97	39.99	29.99
<b>MSR</b>		
Impact	36.99	\$19.99

## GOGGLES

<b>SCOTT</b>	
Hologram	CALL
No. 87	\$24.99
Metal	24.99
Reptile	21.99
No. 89	19.99
No. 83 Blue	13.99
Tear Off lenses	CALL

## STICKERS/DECAL KITS

All makes & models!  
 Fork, front & rear fenders, swing arms

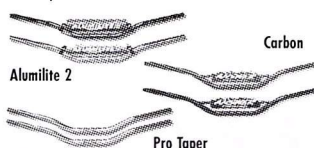
Swing arm fork stickers	\$13.99
OEM shrouds / decals	14.99-24.99
Front fender kits	14.99
Rear fender kits	11.99

## BOOTS

<b>ALPINESTARS</b> Tech Models	CALL
ANSWER '97 GSX	\$169.99
ANSWER Edge Youth	CALL
GAERNE Evo	189.99
GAERNE RSX	159.99
MSR '97 System 6	189.99
MSR Rage	159.99
MSR World Tour	129.99
Hi-Point Pro GP	209.99
BIEFFE TB1	89.99
BIEFFE TB6	149.99
Sys. 6 & RSX	

## HANDLEBARS

<b>Central</b> Handlebars	CALL
Was	BCC Price
ANSWER Carbon	\$24.99 \$21.99
Amulite 2	74.99 64.99
Pro Taper	99.99 89.99



## VIDEOS


CRUSTY...TERAFIRMA...MOTO XXX  
 FIST FULL OF THROTTLE...& MORE!

## TOOLS

Alloy Bike Stand	\$49.99
Steel Bike Stand	39.99
Chain Breaker	16.99
Pocket Chain Breaker	5.99
3-Way Plug Wrench	5.99
Flywheel Pulley	11.99
T-Wrenches	29.99
X-Long Tire Irons	8.99
Spanner Wrench	7.99

Many more tools not listed at super savings! Call for stock and prices!

## TIRES


**DUNLOP**  
*Simply the best for your bike.*

Size	D752	D737	D695	D707
80x21	\$51.00			\$59.00
100x18	\$53.00	\$57.00	\$55.00	\$55.00
110x18	\$55.00	\$61.00	\$58.00	\$54.00
100x19	\$56.00	\$61.00	\$61.00	\$56.00
110x19	\$62.00	\$65.00	\$63.00	\$59.00
120x19	\$64.00		\$64.00	\$63.00

## MISCELLANEOUS

AIR FILTERS...SKID PLATES...FENDERS  
 FRAME GUARDS...GAS CANS

THOUSANDS OF OTHER ITEMS IN STOCK!  
 CALL AND ASK FOR AVAILABILITY  
 AND LOW, LOW PRICES!





Beep.

## THE RADICAL NEW VX-PRO FROM ARAI.

Totally re-designed shell.

Totally new *HyperShark II*®  
peak. More facial room.

Advanced new *Delta-5*®  
pressurized, adjustable  
ventilation system.

New fully-removable liner.

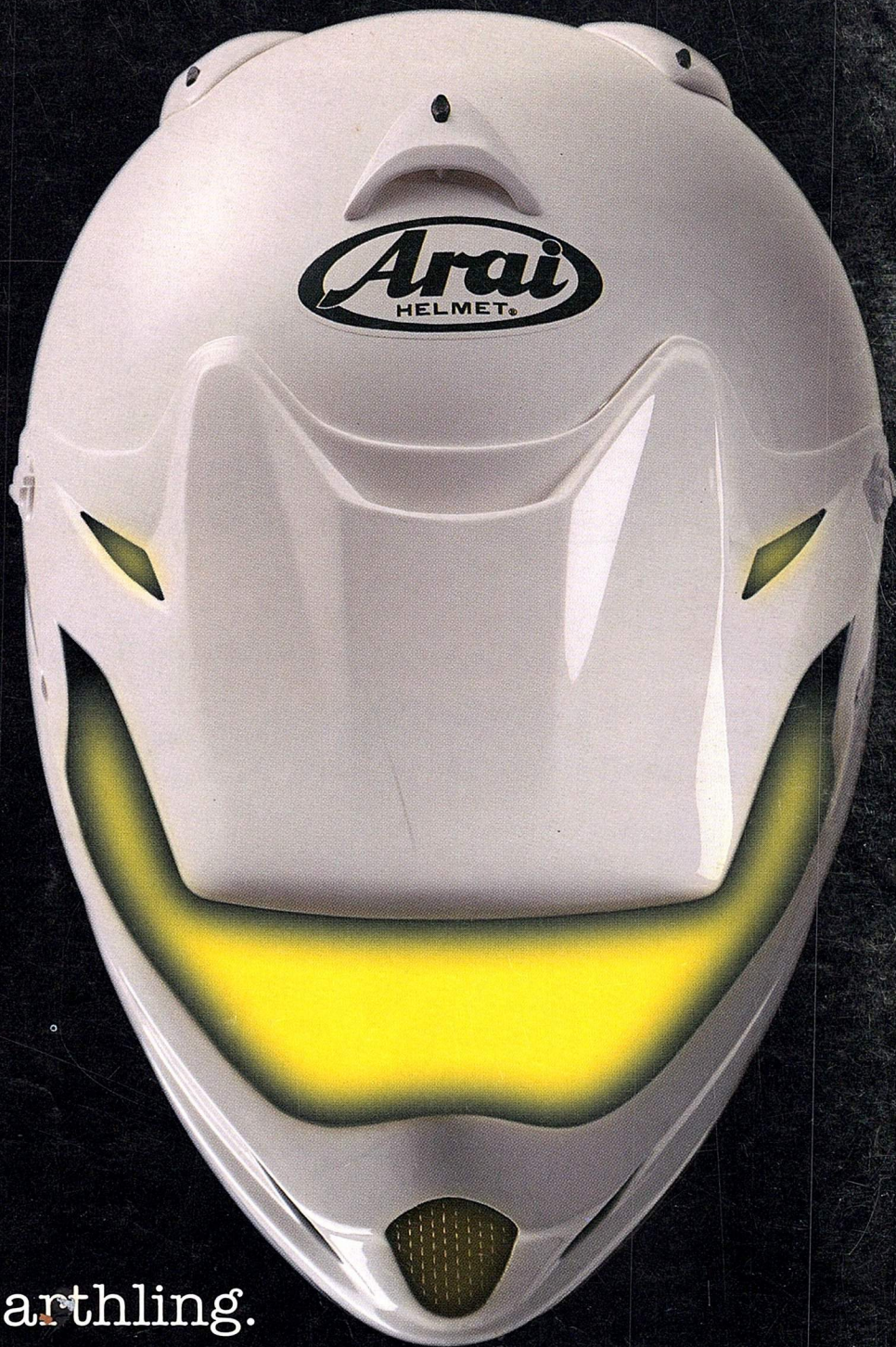
New open-frame liner design  
for major airflow.

Extremely light weight.

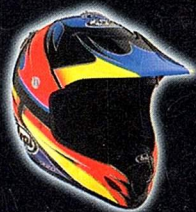
Remarkably comfortable

Landing at your nearest

earthbound Arai dealer. Now.



## Greetings, Earthling.



New VX-PRO  
Scarab Black/Multi



New VX-PRO  
Scarab White/Red



New VX-PRO  
Scarab White/Green



New Two-Piece MCX-PRO  
Summers Replica White



FOR YOUR NEAREST ARAI DEALER, CALL TOLL FREE: 1-888-562-3046

For an Arai Sticker Pak and new full-color Catalog of over 70 models and designs, send \$3.00 in cash or stamps (\$4.00 U.S. Currency if outside U.S.) to:  
Arai Helmets, Ltd., Dept. 3046, P.O. Box 9485, Daytona, FL 32120. [www.araiamericas.com](http://www.araiamericas.com) - Specifications subject to change without notice.